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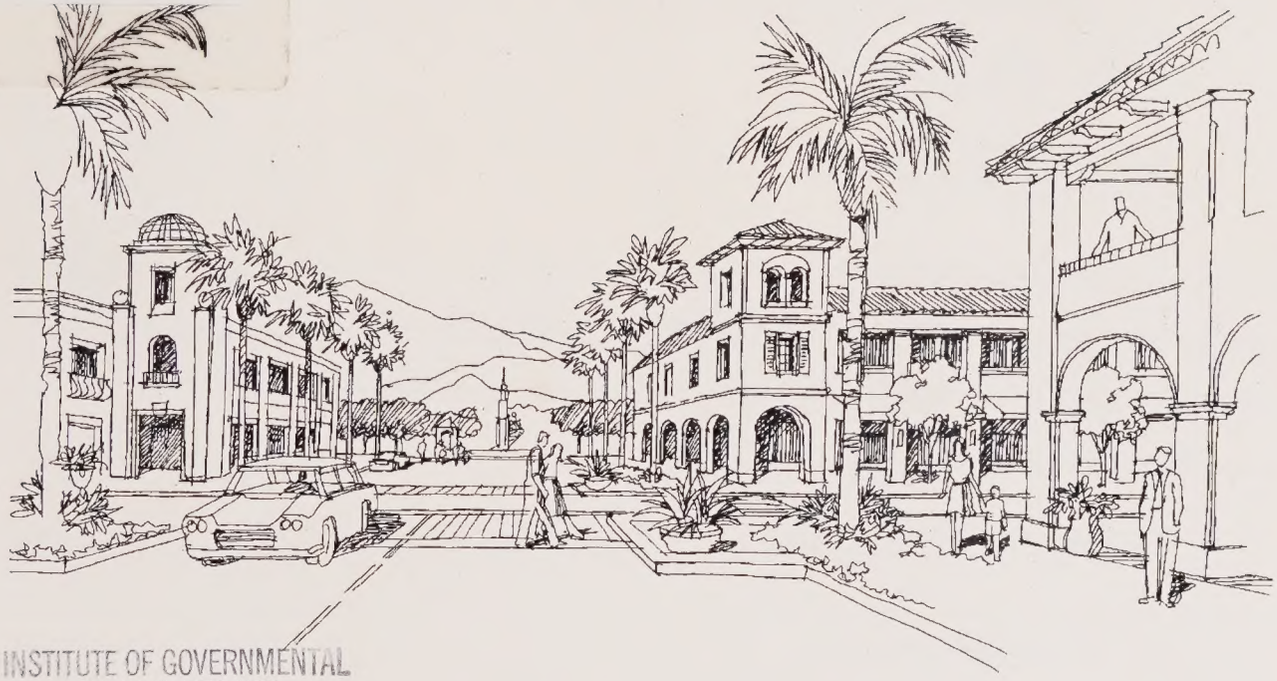

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The Preserve Specific Plan

March 2003

Prepared for:

City of Chino
13220 Central Avenue
Chino, CA 91701

Prepared by:

The Planning Center

The Preserve
Specific Plan

"THE PRESERVE: A contemporary community that captures the spirit of historic home town America combined with a respect for the agricultural heritage of the people who shaped the City of Chino and a commitment to cooperatively restoring and preserving a major piece of one of the Southland's most significant habitat resources."

City Council vision for The Preserve

Prepared for:

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March, 2003

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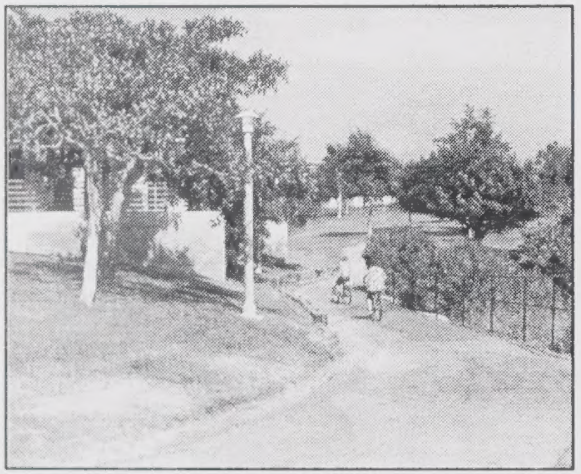
SECTION I: VISION

> *(In the city)…at every instant, there is more than the eye can see, more that the ear can hear, a setting or view waiting to be explored.*
>
> Kevin Lynch, "The Image of the City"

The Preserve: A Special Place for Special People.

City Council vision for The Preserve



The following is the vision for The Preserve adopted by the Chino City Council.

A special environment has taken shape where once the landscape was dominated by part of a world-class dairy center. Now, as an integral part of the City of Chino, The Preserve is our newest district, taking its place as a premier living environment in the midst of one of California's most dynamic growth areas. We invite you to share in our vision and, perhaps, make it part of your future as well.

Trend Setting Living Environment

There is a great deal of talk these days about how to make our communities more responsive to the real needs of people. Slogans such as livable cities, smart growth, sustainable cities and many other labels intended to reflect better planning and development abound. So what would happen if you were to adapt some of the better ideas from these movements, blend them with a unique environmental setting, link them to an existing and visionary City, and commit the public and private resources to make them work? You would have The Preserve.

Take a walk along the multi-purpose promenade that serves as the backbone of our new community and provides its most prominent expression of uniqueness. It will take you along the expansive Prado Basin and the lush landscape that frames the edge of this man-made place of calm along the Santa Ana River. Meander through our carefully crafted residential neighborhoods that accommodate an amazing range of housing needs for our expanding population. Pause in the very accessible town center for a pleasant rest and maybe a bite to eat. Ease on along our conveniently linked citywide trails if you wish. But don't go away. There is more.

Access To The Region

If you look at a map of this dynamic region you will see that The Preserve is located in the pivotal area where Los Angeles, Orange, San Bernardino and Riverside Counties come together. It would be hard to imagine a more strategic location for people who seek a home that puts them in the center of things. While our community is well served by conventional auto access via the network of arterial highways and freeways, we don't stop there. Our neighborhoods are served with a uniquely effective transit system that readily connects with MetroLink and other regional systems for moving people conveniently and efficiently. In fact, with direct connections to the regional trail system along the Santa Ana River, those of us who are equestrians, bicycle enthusiasts and hikers have unprecedented opportunities to choose our mode of travel. And it doesn't stop there. The immediately adjacent Chino Airport allows our local business leaders in The Preserve to make critical air connections.

Neighborhoods Of Choice

If you are a discerning homebuyer, it isn't a matter of knowing what you want in a

neighborhood; it's a matter of finding one that matches your lifestyle at a competitive price and in a location that doesn't require a half-day commute. The Preserve developers are committed to our blend of quality and value. We have designed a village atmosphere that brings together the diverse neighborhoods required to offer unexcelled choices for busy Southern Californians—people who seek close-in convenience combined with far-out atmosphere and value.

The Nature Of The Place

One of the most significant watersheds in the West, in the Santa Ana River, combined with a need to provide exceptional levels of flood protection for downstream communities, has created a literal oasis of Nature's bounty behind Prado Dam. And it is right here at The Preserve's front door. Such a natural setting could never be afforded if it had to be acquired for only one purpose. But it is there as an expansive enhancement for The Preserve and it will remain permanently. That is because it is essential for a lot of people downstream who only wish they could enjoy its direct benefits that the residents of The Preserve have literally a few steps away. Prado Regional Park and other recreation features provide unprecedented recreation space for our families.

A Healthy Choice

We know a lot now about how to design places and spaces that offer both the reality and the sense of security our residents and businesses seek. Yet, the confidence that quality design offers is only part of the picture. Because The Preserve is an integral part of our City, it enjoys the same high level of protective services as the rest of the community. Nothing demonstrates this commitment more than our branch police and nearby fire facilities right next to the town center. Because we designed in these aspects of community living from the beginning, The Preserve enjoys a reputation for safety and security unexcelled in the Inland Empire. While we recognize air quality as a regional issue, The Preserve features all of the strategies that make sense at a local level for reducing the need to use the automobile for everything we do. This is consistent with the leadership on this issue that we have pursued for years. Our concern for the quality of our citizens' lives even includes protection from excessive exposure to the noise generated by nearby Chino Airport. A combination of land use arrangements, operational practices and design features has enabled us to forge a true good-neighbor relationship between The Preserve and the Airport.

Exceptional Opportunities

The Preserve is not only a superb living environment. Because of its strategic location, outstanding access and proximity to the Chino Airport, the exceptional business opportunities are already evident in the quality of our commercial, light industrial, airport related and professional business enterprises. This is even more remarkable because many of our new businesses are relocating from elsewhere in the region. They are seeking access to the trained workforce, many of whom cannot afford to live according to their preferred style in more developed portions of the region.

Conclusion

So, there you have it. The strategic location, reasonable land costs, welcoming attitude on the part of our City, and a commitment to quality that preserves the value of investments here are a powerful attraction. So, too, is a living environment that caters to executives, middle management and professionals as well as others in the workforce. They combine to make The Preserve the truly special place it sought to be from the beginning. The goals, objectives and policies that follow shape the achievement of this vision.

SECTION II: EXECUTIVE SUMMARY

> *The Preserve: A Special Place for Special People.*

City Council vision for The Preserve

What is a Specific Plan?

As described in Government Code Section 65451, a specific plan is a regulatory document that provides detailed guidance and standards for a specific area or project. A specific plan details the overall development scheme, establishes development standards and guidelines that future projects in the plan area will follow, and identifies the public facilities and infrastructure required to support the development of the project.

The Preserve Specific Plan contains detailed direction for development of The Preserve and is intended to be used as a combination of regulation, incentives, and guidance for decision-makers, City Staff, and developers.

Vital Statistics
Gross acres – 5,435.33
Dwelling Units – 9,779
Total Non-residential Square Footage – 10,238,744.24
Total Developable Adjusted Gross Acres – 2,261.98
Total Open Spaces Adjusted Gross Acres – 2,987.56

The Preserve Specific Plan provides the framework for the development of a dynamic and diverse community. The Preserve Specific Plan provides the vision for a community based on a mixture of residential neighborhoods focused around a lively community core and a regional commercial center, interconnected with a multi-purpose open space feature by a series of paseos and trails, as shown on Figure 1A. Additional defining features of the concept include integration with the Chino Airport and an unusually complete mix of housing types that range from equestrian estates, to contemporary apartments and condominiums, to entry-level housing.

The Community Core is envisioned as a multi-purpose "promenade" that serves as the focal point of the community and provides its most prominent expression of uniqueness. It is in effect a "main street" in the time-honored tradition of the American small town. The Community Core provides a rich mixture of entertainment, commercial, civic, cultural, educational, religious and residential uses.

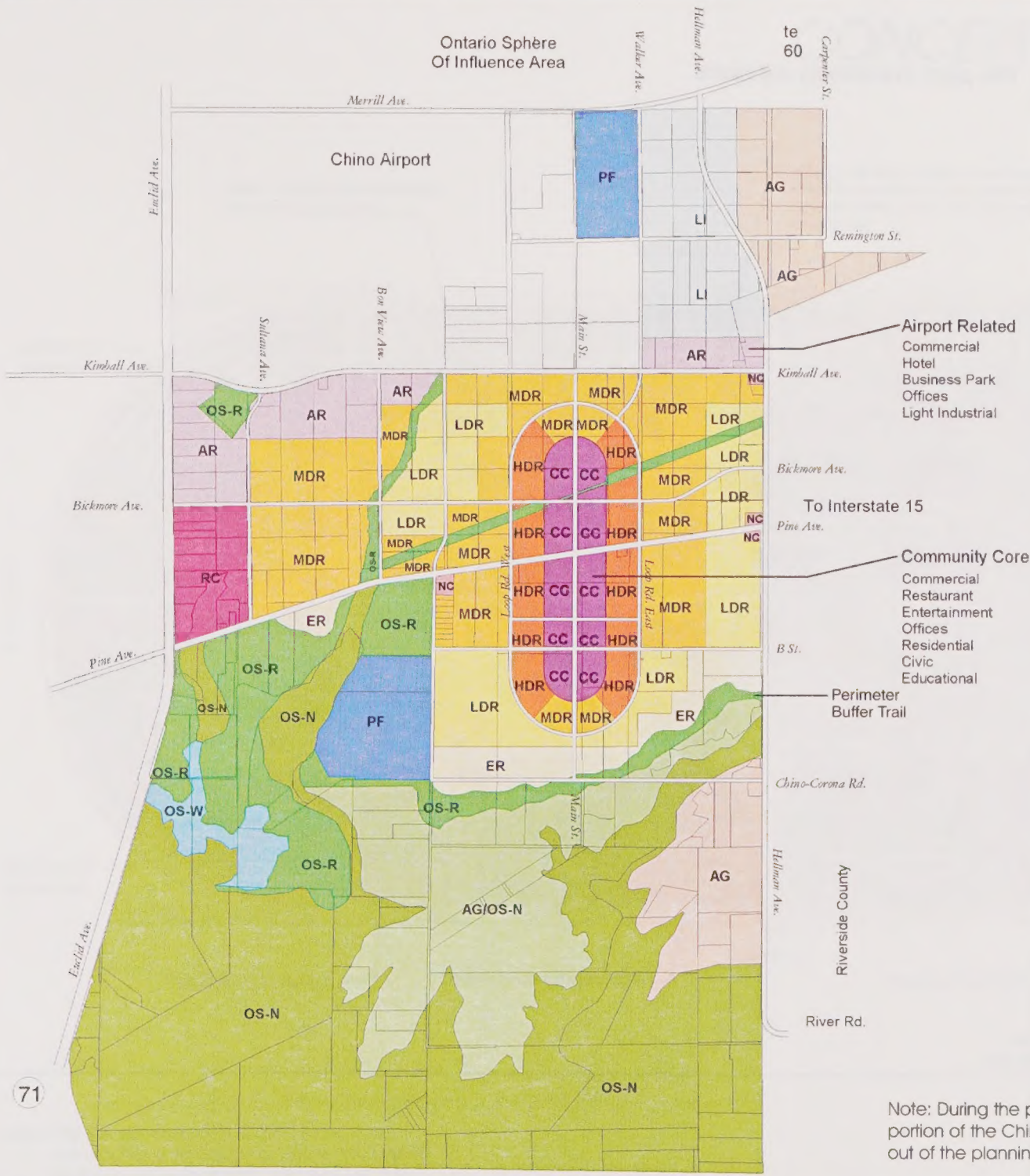
The Community Core is intended to be a unique, walkable downtown. Buildings should be located on and oriented to the street and the sidewalk should be filled with pedestrian amenities, such as benches, low planter walls, public art and outdoor dining to create an exciting pedestrian space. Building massing and height should vary, encouraging prominent architectural accent buildings. Streets and pedestrian links should be oriented to frame views of the core area, public buildings, natural features and recreational focal points. All of these efforts help to create a strong sense of identity and interest. The conceptual illustrations shown in Figures 1B and 1C provide a feel for what the Community Core may become.

The regional commercial center, located along Euclid Avenue, is intended to capture a high proportion of revenue producing uses, improve the regional jobs-housing balance and act as a center for diversified employment uses.

Industrial and business park uses surround the Chino Airport, to both capitalize upon and reinforce the long-term importance presented by this facility.

The multi-purpose open space feature is intended to capitalize on a one-of-a-kind resource that is created by Prado Dam and provide a literal natural oasis for active and passive recreational opportunities. The active recreational portion accommodates uses such as lighted sports fields and equestrian facilities. The passive recreational area provides for regional wildlife habitat and space for agricultural activities, which are reflective of Chino's rich agrarian heritage. A broad range of housing types with a unique sense of place and identity is strategically located and connected among these major features.

LAND USE PLAN



Residential

120.9 ac		ER	Estate Residential (2 du/ac)
319.5 ac		LDR	Low Density Residential (5.5 du/ac)
576.4 ac		MDR	Medium High Density Residential (10 du/ac)
151.0 ac		HDR	High Density Residential (16 du/ac)
1,167.7 ac		Total	

Business

8.5 ac		NC	Neighborhood Commercial (.25 FAR)
86.1 ac		RC	Regional Commercial (.25 FAR)
263.6 ac		AR	Airport Related (.35 FAR)
212.1 ac		LI	Light Industrial (.45 FAR)
125.7		CC	Community Core
695.9 ac		Total	

Open Space

61.6 ac		OS-W	Open Space Water
1,639.8 ac		OS-N	Open Space Natural
422.6 ac		OS-R	Open Space Recreational
518.3 ac		AG/OS-N	Agricultural and Open Space Natural
345.1 ac		AG	Agricultural
2,987.6 ac		Total	

Other

398.5 ac		PF	Public Facility
185.8 ac		RD	Roads
584.3ac		Total	

Total Acreage: 5,435.3 ac

NOT TO SCALE

Note: During the preparation of this specific plan, a portion of the Chino Airport was annexed and taken out of the planning area.

Section II
Figure 1A

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CONCEPTUAL COMMUNITY CORE ILLUSTRATION

Note: This is a conceptual illustration of what the community core could be. This is not a guide to final building footprints, site layout or style.

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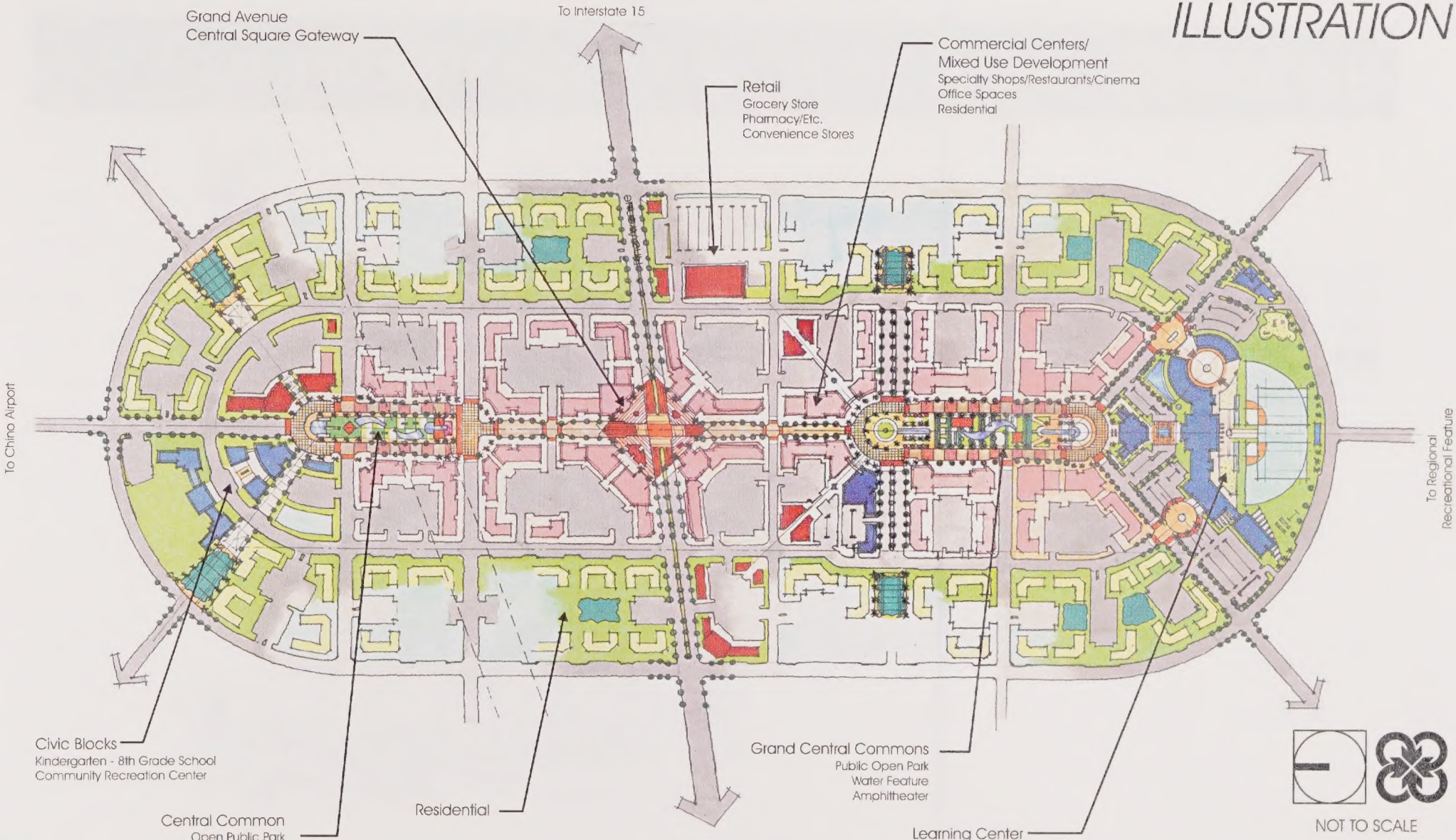
CONCEPTUAL COMMUNITY CORE ILLUSTRATION



Note: This is a conceptual illustration of what the community core could be. This is not a guide to final building footprints, site layout, or style and does not accurately reflect uses permitted within the underlying land use designations.

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SECTION III: INTRODUCTION AND BACKGROUND

> *Change is the law of life. And those who look only to the past or present are certain to miss the future.*
>
> John F. Kennedy Jr.

READER'S GUIDE TO THIS DOCUMENT

This section is intended to help the reader understand and navigate through this document. The Preserve Specific Plan is divided into the following main sections:

- *Vision* – this section provides a summary of the future vision for The Preserve.
- *Executive Summary* – this section provides a brief summary of The Preserve Specific Plan.
- *Introduction and Background* – this section provides a description of what a specific plan is, the authority to prepare one, the format of the specific plan, and a description of the location, opportunities and constraints of The Preserve.
- *Development Concept* - this section provides a description of the direction and intent of the land use plan. It is, in essence, the story of what The Preserve is.
- *Development Plan* – this section provides the detailed descriptions of the land use designations, development guidelines, mobility plan and infrastructure plans.
- *Design Guidelines* – this section provides the guidelines directing the type, style and design of development within The Preserve.
- *Administration* – this section contains the provisions for development processing, the development administration system, implementation and funding of The Preserve Specific Plan.
- *Appendices* – the Appendices contain information regarding the 566-foot dam inundation area, the Chino Airport, Pine Avenue/Main Street intersection study, plant palette and general plan consistency. The water, drainage and sewer master plans as well as the environmental impact report are contained under separate covers.

Definitions
Please refer to Chapter 20.02 of the Chino Zoning Ordinance for a definition of terms. Unique or critical terms are included within the text of this document,

identified by the *symbol.*

PURPOSE AND AUTHORITY

Regulatory Authority

The Preserve Specific Plan has been prepared pursuant to the provisions of the California Government Code, Title 7, Division 1, Chapter 3, Article 8, and Sections 65450 through 65457. The California Government Code authorizes jurisdictions to adopt specific plans by resolution as policy documents or by ordinance as regulatory documents. The law allows preparation of specific plans, as may be required for the implementation of the general plan, and further allows for their review and adoption. Section 30.03.040, of the Chino City Zoning Ordinance, provides the procedures for the processing of specific plans in the City.

Specific plans act as a bridge between the general plan and individual development

proposals. Specific plans combine development standards and guidelines, capital improvement programs and financing methods into a single document, which is tailored to meet the needs of a specific area.

Purpose and Intent

The Preserve Specific Plan establishes the planning concept, design and development guidelines, as well as administrative procedures necessary to achieve an orderly and compatible development of the project area. It is also intended to be consistent with and carry out the goals, objectives and policies of the City of Chino General Plan.

The basic intent of The Preserve Specific Plan is to establish a high-quality, dynamic and integrated community with a range of residential, commercial, industrial and multi-purpose open space uses at a variety of intensities and densities.

Flexibility has been designed into The Preserve Specific Plan to respond to the changes in society and the economic marketplace that will occur in the future. Further, the Specific Plan establishes the regulations and standards for the protection of areas below the 566-foot elevation, which is subject to periodic inundation by the Prado Dam.

Relationship to the General Plan

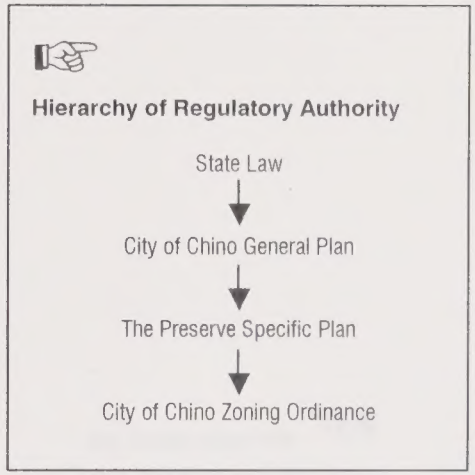
The Preserve Specific Plan implements the goals and policies of the City of Chino General Plan within the Specific Plan Area. Appendix 5, General Plan Consistency Analysis, demonstrates how The Preserve implements the goals and objectives of the City of Chino General Plan. Because any adopted Specific Plan must be consistent with the City General Plan, all projects that are found to be consistent with this Specific Plan will be deemed consistent with the General Plan.

General Plan Amendment 2000-02, which was adopted on March 25, 2003, in conjunction with The Preserve Specific Plan, established the general plan authority for the City of Chino within The Preserve area.

Relationship to the Zoning Ordinance

The Preserve Specific Plan works in concert with the City of Chino Zoning Ordinance but provides additional zoning, development standards and guidelines that have been customized to achieve the unique vision for the project area. The City's zoning standards are utilized for certain aspects, such as parking, while the Specific Plan provides the standards that are the uniquely tailored to The Preserve.

All development projects/changes and new uses shall be subject to the review procedures, findings and provisions of the City of Chino Zoning Ordinance and the



All documents are available for review in the City of Chino Community Development Department.
13220 Central Avenue
(909) 591-9812

provisions of this Specific Plan. In addition, subsequent approvals, such as Special Conditional Use Permits, site plan approvals, tentative tract maps, parcel maps and other development approvals, must be consistent with both the guidelines of The Preserve Specific Plan and City of Chino Zoning Ordinance. The direction, intent and general development guidelines contained in this Specific Plan must be complied with in order to achieve the vision and character of The Preserve.

Unless expressly stated, The Preserve Specific Plan development procedures, regulations and standards shall supersede the relevant provisions of the City's Zoning Ordinance as they currently exist or as subsequently amended in the future. No provision of this Specific Plan is intended to repeal, abrogate, impair, or interfere with City ordinance except as specifically stated in this Specific Plan. Any development regulation and guideline not specifically addressed by this Specific Plan shall be subject to the City's adopted regulations in place at the time of the individual request. Whenever the provisions of this Specific Plan impose more restrictive regulations than are imposed by other City ordinance, code or regulation, the provision of this Specific Plan shall govern.

While the entire Specific Plan is adopted by resolution to establish clear policy direction, Section V, Development Plan, is adopted by ordinance to provide land use regulation. The Preserve Specific Plan establishes the zoning level authority for the City of Chino in The Preserve.

ENVIRONMENTAL REVIEW

Adoption or amendment of a Specific Plan constitutes a project under the California Environmental Quality Act (CEQA). Environmental Impact Report (EIR) SCH 2000121036 has been prepared in accordance with CEQA (Section 15168) to analyze the environmental impacts of The Preserve Specific Plan. The EIR was prepared in conjunction with the development of the Specific Plan and established the existing, on-site environmental conditions and evaluated the potential impacts posed by this Specific Plan. The EIR contains a series of mitigation measures that are either 1) design features of the Specific Plan or 2) will be imposed on the Specific Plan through the Mitigation Monitoring Plan or Conditions of Approval of subsequent projects. The Final EIR was certified by the City Council by Resolution 2003-15 on March 25, 2003.

PUBLIC PARTICIPATION

The Preserve Specific Plan has undergone an intensive program to elicit input and comments from interested citizens, affected agencies and property owners. The following identifies the public participation program for The Preserve Specific Plan:

- *City Council Vision* – Kicking off the development of this project, the City Council provided their vision for the future use and development of the plan area,
- *Focus Group Meetings* – Five Focus Group meetings were held to discuss issues and opportunities, including: environmental issues (March 15, 2000), infrastructure and services (March 22, 2000), transportation and mobility (April 6, 2000), property owners interests (April 12, 2000), and review of the alternative plans (June 7, 2000).
- *Critical Issues and Goals/Objectives Report* – This report cataloged the issues facing the use and development of the area as well as goals to address these issues (March 13, 2000).
- *Opportunities and Constraints Report* – This report provided a summary of the significant issues, opportunities and constraints facing future uses and development in the plan area (June 14, 2000).
- *City Council/Planning Commission Workshops* - On June 14, August 16 and October 17, 2000, the Chino City Council and Planning Commission jointly evaluated and refined land use alternatives and provided direction for the ultimate shape and content of The Preserve land use plan. Initially, the City evaluated three land use alternatives, which are detailed in the Preliminary Land Use Concepts Report, June 7, 2000. The City then reviewed the Preferred Land Use Concept, which is detailed in the Preferred Land Use Concept Report, August 10, 2000. The City then reviewed a revised Preferred Land Use Plan and development assumptions on October 17, 2000. Two joint workshops were held on February 20, 2001, and October 23, 2001, to review the Specific Plan.
- *Adoption* – The Planning Commission held five study sessions between December 2002 and February 2003 on The Preserve Specific Plan. On February 24, 2003, the Planning Commission adopted Resolution number 2003-06 to recommend adoption of General Plan Amendment 2000-02 and Resolution number 2003-08 to recommend adoption of The Preserve Specific Plan and Prezone 2003-1. The City Council held two public hearings on March 11 and March 25, 2003. On March 25, 2003, the City Council adopted Ordinance 2003-06 to adopt the Specific Plan and Prezone 2003-1 and Resolution 2003-14 to adopt General Plan Amendment 2000-02.

LOCATION AND DESCRIPTION

Location

The Preserve is located in the extreme southwestern corner of San Bernardino County, approximately 37 miles east of Los Angeles and 115 miles north of San Diego in one of the most rapidly growing areas of the State. As shown in Figure 2, Regional Location, The Preserve is located in the vicinity of the incorporated cities of Chino, Chino Hills, Yorba Linda, Pomona, Ontario, Norco and Corona. The Santa Ana River and the Prado Flood Control Basin are located to the south of the project site and the Chino Hills State Park is located to the west.

As shown in Figure 3, Local Vicinity, The Preserve is approximately two miles in width and three miles in length, encompassing 5,435.3 acres. Bordering The Preserve on the west are the cities of Chino and Chino Hills. To the north of The Preserve are the City of Ontario and the Chino Airport. The unincorporated community of Eastvale, in the County of Riverside, forms the eastern boundary. The Prado Flood Control Basin in the County of Riverside borders The Preserve on the south.

Access

As shown in Figure 2, Regional Location, State Route 71 is located immediately to the west of the site, State Route 91 to the south, Interstate 15 to the east and State Route 60 to the north. The Preserve is bound by Euclid Avenue and a portion of State Route 71 to the west. A portion of Kimball and Merrill Avenues form the northern boundary of the site. Regional access to and from The Preserve is primarily accommodated in an east-west manner. Access north and south is restricted due to the Chino Airport and the Prado Basin.

Setting

The Preserve is a part of the Chino Valley, a generally flat subportion of the larger San Bernardino Valley. Elevations in The Preserve range from about 500 to 660 feet above sea level. The Chino Valley is influenced by the Santa Ana River drainage, which originates in the San Bernardino Mountains, located to the northeast. Southwest of the study area, the Santa Ana River drains through the narrow Santa Ana Canyon between the Chino Hills and the Santa Ana Mountains before eventually emptying into the Pacific Ocean about 30 miles to the southwest.

The Preserve is located in a shallow valley that gently slopes south-southwest and is generally covered by alluvial soils, which originated from the surrounding mountains and hills.

REGIONAL LOCATION

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Section III
Figure 2

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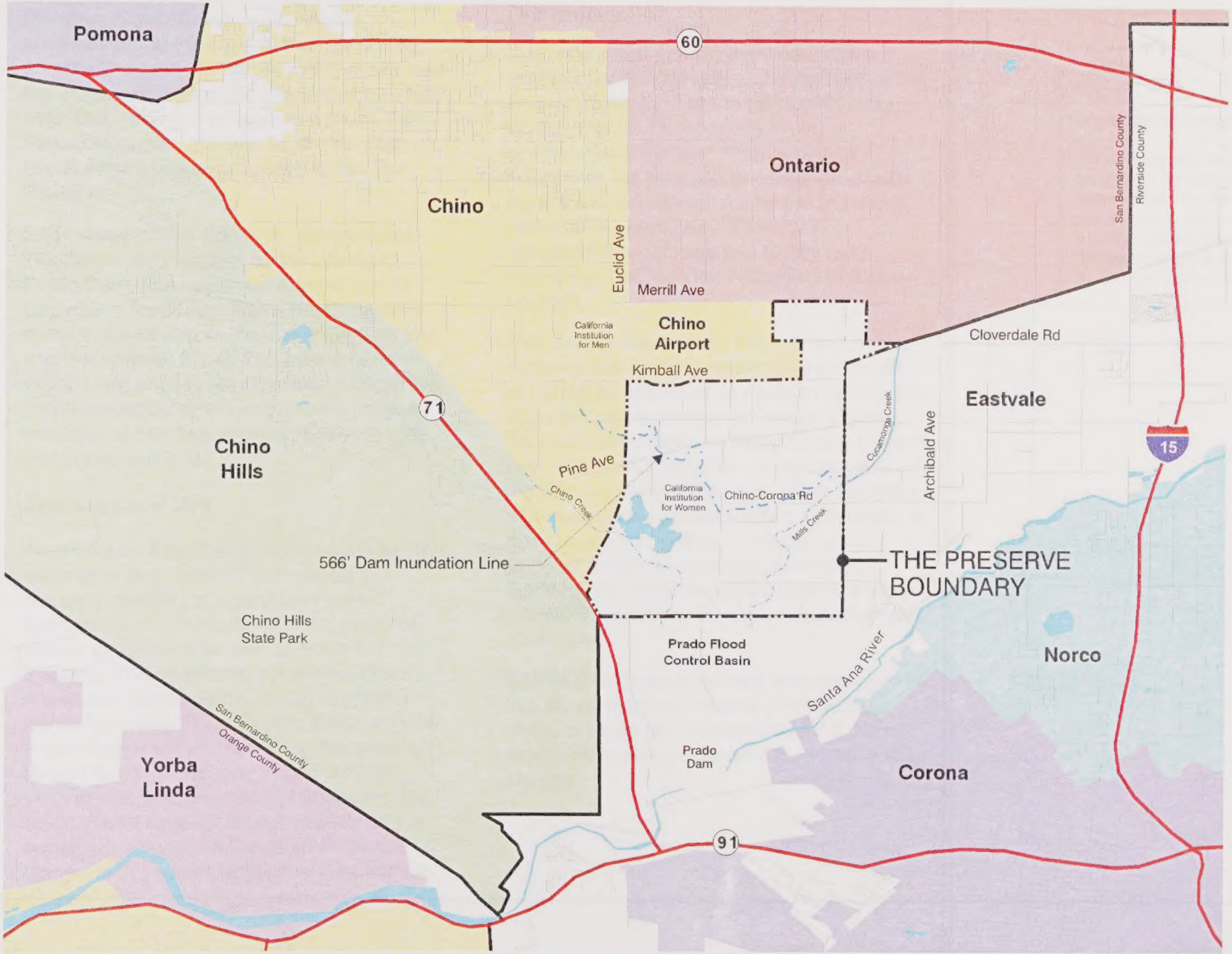
LOCAL VICINITY



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Two major creeks drain through The Preserve: Chino Creek, which drains southerly along the base of the Chino Hills, and the Cucamonga Creek, which drains into the eastern portion of the Prado Basin before eventually joining the Santa Ana River. Two minor drainages, draining south from the Chino Airport, are also located within The Preserve.

2,917 acres of The Preserve lies within the inundation area created by the raising of Prado Dam. The approved Army Corps of Engineer's Santa Ana Mainstem Project will result in the raising of the Prado Dam 28 feet and the spillway 8 feet. The raising of the Prado Dam will increase the area of potential dam inundation by ten feet from its current elevation at 556 feet above sea level to 566 feet above sea level.

Existing Land Use

As shown on Figure 4, Existing Land Use, the majority of land within The Preserve is currently devoted to agricultural uses. Agricultural uses include farming, pastures, dairies and poultry as well as related industrial and residential structures. Open space and vacant lands, mainly located within the Prado Flood Control Basin and the Prado Regional Park, comprise the second largest existing land use. Public facilities, such as the Co-Composting Facility and the California Institute for Women comprise the remaining acreage. A Southern California Edison (SCE) transmission line runs east-to-west across The Preserve, roughly parallel to Pine Avenue.

Currently, manure from dairy operations is spread over farmed lands, shipped out of the area or composted at the Co-Composting facility. The Co-Composting facility is operated by the Inland Empire Utilities Agency for the purpose of composting both dairy manure and wastewater sludge into a marketable commodity. There are discussions to relocate this facility (see discussion below in the Adjacent Land Use section).

The management of this manure is a critical factor for the dairy operators and the health of the Santa Ana River. In order to protect this important water source for Orange County, the Santa Ana Regional Water Quality Control Board (SARWQCB) enforces requirements of the Federal Clean Water Act, which classifies all concentrated animal-feeding operations as point sources of pollution subject to the National Pollution Discharge Elimination Systems (NPDES). Dairy operators are also subject to the Porter Cologne Water Pollution Control Act.

SARWQCB issues a general area-wide permit to enforce the requirements of these laws. Some of these requirements that the dairy operators must comply with are noted in the sidebar.

Santa Ana Mainstem Project

The Santa Ana Mainstem Project will result in the raising of the Prado Dam 28-feet and the spillway 8-feet. This will increase the area of potential dam inundation by ten feet from its current elevation at 556-feet above sea level to 566-feet above sea level. This impacts 2,917 acres within The Preserve.

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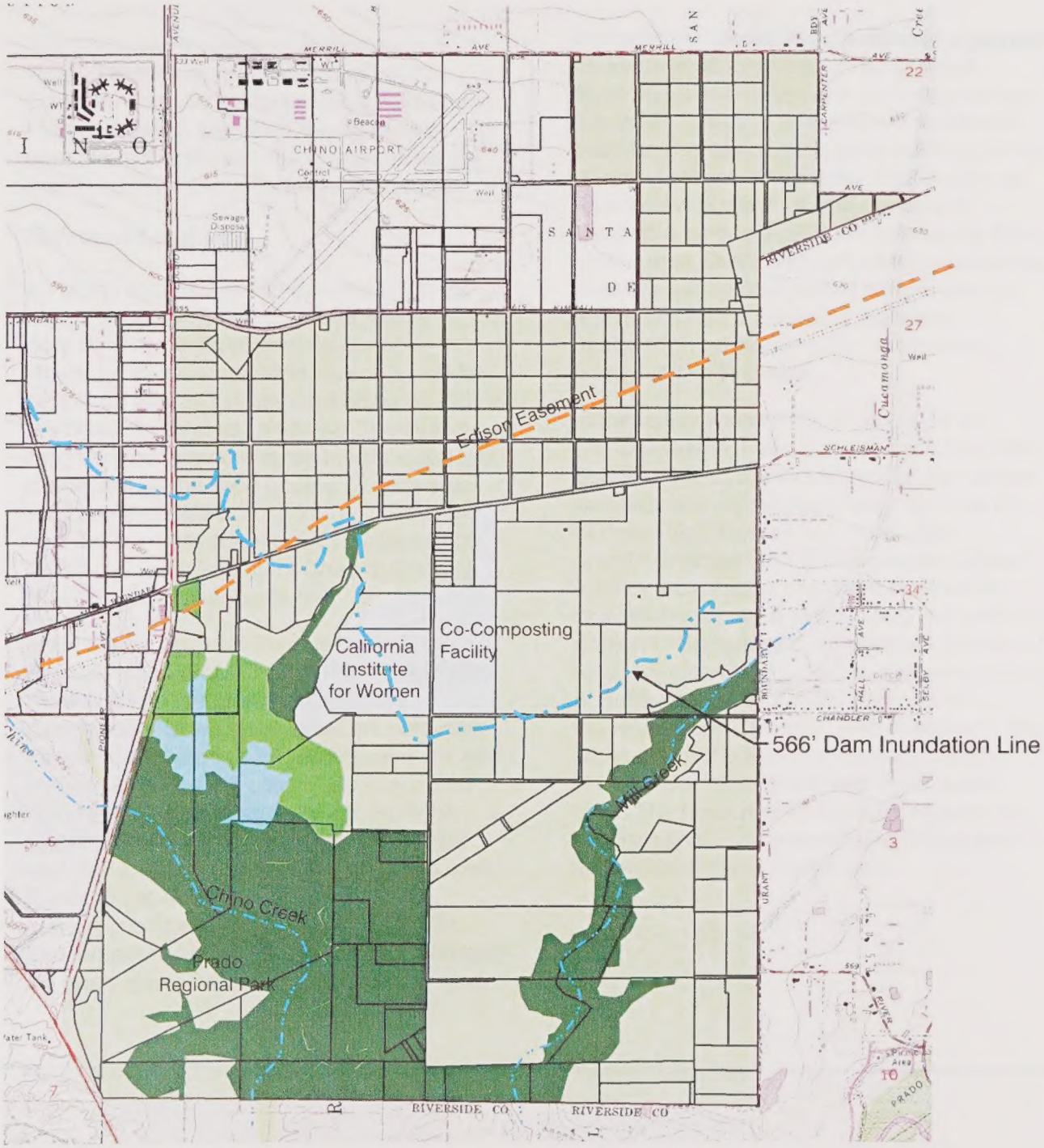
EXISTING LAND USE



- Agricultural
- Open Space
- Public Facility
- Recreation
- Water

NOT TO SCALE

Source: Psomas, Michael Brandman Associates

Section III
Figure 4

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The California Institution for Women is located in the approximate center of The Preserve and falls partially within the 566-foot dam inundation elevation. Levees will be constructed to protect the structures on the prison facility's property from inundation.

Adjacent Land Use

As of the adoption of the Specific Plan, the uses surrounding The Preserve mainly consist of agricultural and dairy uses. However, these same areas are planned for suburban and urban use, as shown on Figure 5, Adjacent Planned Land Use. The long-term land use plans for the surrounding areas are described by the surrounding general plan land use designations. In Figure 5, the land use designations have been adjusted to be consistent with the City of Chino's General Plan land use designations.

Immediately south of The Preserve is the Prado Flood Control Basin. The Prado Flood Control Basin is currently utilized for inundation and water reclamation purposes. Farming, recreation and habitat uses are also located in the flood basin. The Prado flood basin is designated as open space in the General Plans for the counties of Riverside and San Bernardino. This designation allows for water reclamation, open space and recreational uses. The Santa Ana River is located south of The Preserve and is planned for open space, recreation and habitat uses.

Immediately east of The Preserve lies an area of Riverside County known as Eastvale. Agricultural and dairy uses currently occupy this area. However, a number of residential subdivisions are nearing completion or in the planning stages in this area. The County of Riverside is currently in the process of creating a land use plan, or Community Plan, for the area. Draft land use plans indicate that Eastvale will be designated for low-density residential with a pocket of industrial designation adjacent to the northeastern corner of The Preserve.

Immediately west of The Preserve is the Chino Subarea 1 and a portion of Chino Hills. Subarea 1 is currently utilized for agricultural activities and recreational uses, such as the El Prado Golf Course and Prado Tiro Shooting Range. The Inland Empire Utilities Agency wastewater treatment facility and industrial uses are located along the northern portion of Subarea 1. The adopted Subarea 1 land use plan designates the northern portion of Subarea 1, near Kimball Avenue, for industrial uses. This plan also designates the areas below the 566-foot dam inundation elevation for agricultural and open space uses. The portion of Chino Hills adjacent to The Preserve is developed and designated for low-density residential uses.

Dairy Waste Management

Dairy operators in The Preserve are required to:

- Retain dairy runoff for up to a 25-year, 24-hour storm event.
- Develop Engineered Waste Management Plans.
- Only dispose of manure on farmed land.
- Remove manure from the basin within 180 days of scraping the corrals.
- Remove approximately 2 million tons of stockpiled manure by December 31, 2001.

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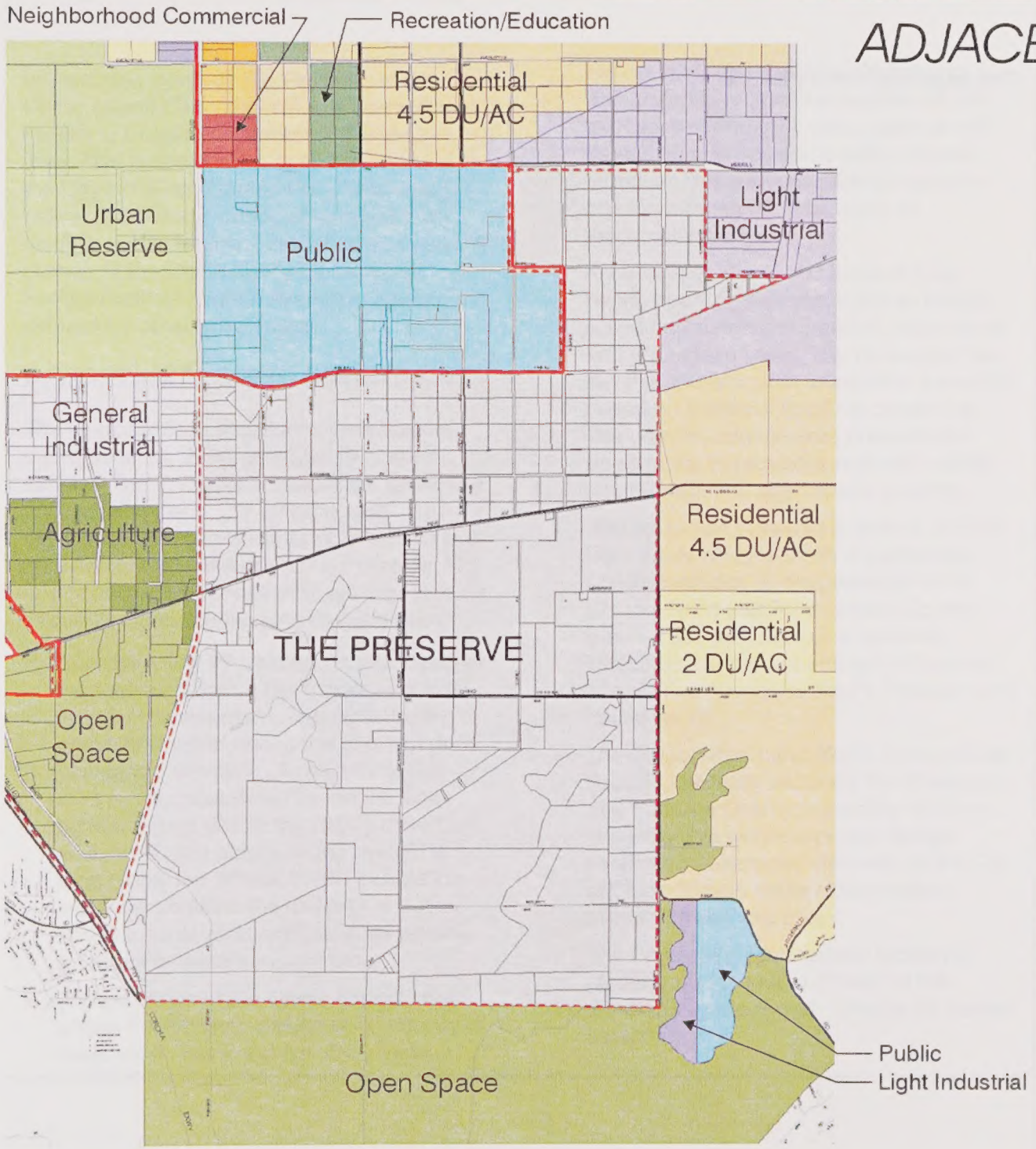
ADJACENT PLANNED LAND USE



RESIDENTIAL
- 1 DU/AC
- 2 DU/AC
- 3 DU/AC
- 4.5 DU/AC
- 8 DU/AC
- 12 DU/AC
- 14 DU/AC
- 20 DU/AC

COMMERCIAL
- Regional
- General
- Office
- Neighborhood

INDUSTRIAL
- General
- Light
- Business
- Service
- Manufacturing

OPEN SPACE
- Urban Reserve
- Recreation/Educ.
- Open Space
- Agricultural

OTHER
- Town Center/College
- Public
- Undesignated

- Chino City Boundary
- Subareas 1 & 2 Boundary
- Public School Sites

NOT TO SCALE

Source: Psomas, Michael Brandman Associates

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Immediately north of The Preserve is the Chino Airport. The Chino Men's Correctional Facility is situated northwest of the study area. This is designated as Urban Reserve in the City of Chino General Plan. This designation allows for a variety of land uses, including public facilities, industrial and retail. A portion of the Chino Men's Correctional Facility north of Kimball Avenue is being considered for other urban uses.

OPPORTUNITIES AND CONSTRAINTS

The Opportunities and Constraints Report, dated June 14, 2000, provides extensive detail of The Preserve's options for future use and development. The following are highlights of the significant opportunities and constraints that influenced The Preserve. The opportunities and constraints are depicted on Figure 6, Opportunities and Constraints.

- Approximately 47 percent (2,555 acres) of the total acreage of The Preserve is available for development. This acreage is primarily located above the 566-foot dam inundation elevation. A majority of this area is not constrained by wildlife and habitat issues due to the highly disturbed and developed nature of the land. The area below the 566-foot dam inundation elevation contains the majority of development constraints and provides an area for regional wildlife movement.
- The presence of the Chino Airport influences the location, design and intensity of uses within The Preserve. The Chino Airport Runway Protection, Noise and Safety Zones restrict the location of certain types of sensitive uses, such as residential, due to noise and safety considerations. This also provides an opportunity for compatible uses, such as industrial/warehouse.
- According to the Army Corps of Engineers, appropriate uses, such as habitat, active and passive recreation, agricultural and equestrian uses, may be located below the 566-foot dam inundation elevation based on potential flooding constraints. The dam inundation area presents the opportunity to provide a regional habitat and recreational open space amenity.
- Access to The Preserve is limited. Access from the north and south is particularly constrained due to the presence of the Chino Airport and Prado Flood Control Basin. East-west access is currently limited due to the present lack of connection of Pine Avenue to the 71 Freeway and Interstate 15.
- The Chino Airport and Men's Correctional Facility physically separate The Preserve and Subarea One from the City of Chino. The Preserve will incorporate design, service and character elements of the City of Chino to help make a connection between these two areas.
- The Preserve is strategically located to capitalize on the rapid growth of the surrounding areas and increase its market potential.

The Opportunities and Constraints report is available for review in the City of Chino Community Development Department.

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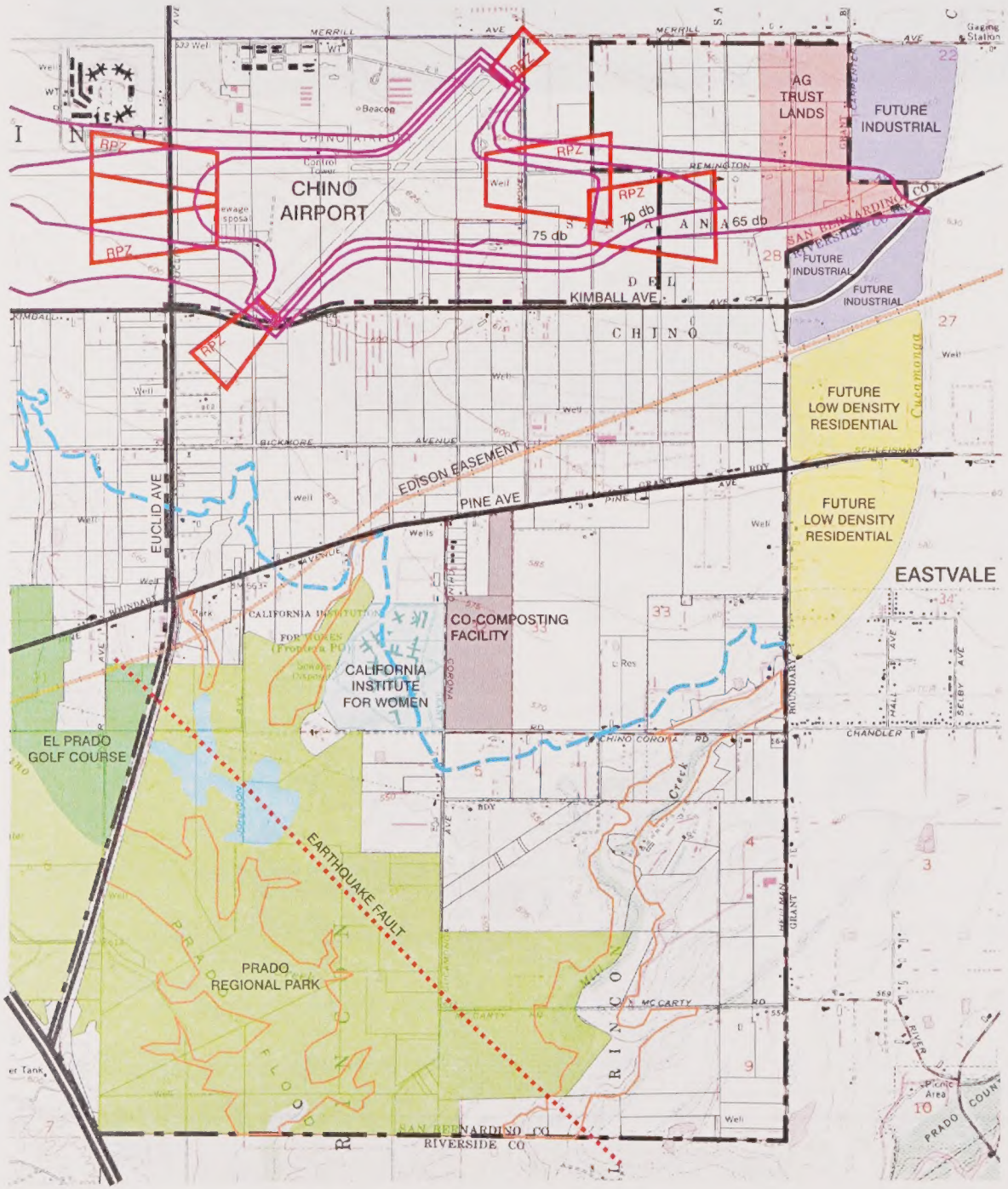
OPPORTUNITIES AND CONSTRAINTS



- Airport RPZ Zone
- Airport Noise Contour (60 db)
- 566' Dam Inundation Line
- Earthquake Fault
- Edison Power Easement
- Areas of High Biological Sensitivity
- Prado Regional Park (Master Plan)
- El Prado Golf Course
- Agricultural Trust Lands
- California Institute for Women
- Co-Composting Facility
- Proposed Industrial - Eastvale
- Proposed Residential - Eastvale

NOT TO SCALE

Source: Psomas, Michael Brandman Associates

Section III
Figure 6

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SECTION IV: DEVELOPMENT CONCEPT

The Preserve: A Special Place for Special People.

City Council vision for The Preserve

This section provides an overall understanding and rationale for what is envisioned in The Preserve, the intended quality and character of the uses, and the expected level of services and infrastructure to be provided. The purpose of this Chapter is to lay the foundation for the development regulations and guidelines provided in the next Chapter.

The following is a general description of the direction and intent of The Preserve Specific Plan. The Land Use Plan illustrating this concept is shown on Figure 7, Land Use Plan, and a statistical summary of this concept is provided in Table 1, Land Use Plan Statistical Summary.

DEVELOPMENT CONCEPT

The Preserve is composed of the following main features interwoven into a single, dynamic and unique community:

- A multi-purpose open space area integrated into a large regional open space system centered on the Santa Ana River,
- A community of distinctive residential neighborhoods,
- A major regional commercial center,
- An employment center focused around the Chino Airport, and
- A diverse community core with a mixture of retail, dining, civic and educational uses.

All these features are interconnected by a system of paseos and trails. The following is a brief description of the major features of The Preserve.

Multi-Purpose Open Space Feature

The area below the 566-foot dam inundation elevation offers one of the most significant and unique open space opportunities in the region. The area below the 566-foot dam inundation elevation is envisioned as a dynamic combination of active and passive recreation, habitat and agricultural uses.

The active recreational portion may accommodate lighted sports fields and equestrian facilities, while other areas provide for natural habitat and agricultural activities.

Community Paseo and Open Space System

The Community Paseo and Open Space System is the "glue" of The Preserve, interweaving the various features of the plan and connecting the entire community with the open space feature to the south. The Community Paseo and Open Space System is a system of trails and linear open spaces that connect the major features of The Preserve.

☞ *For more detail about the Community Paseo and Open Space System, see the Development Plan, Section V.*

The Community Paseo and Open Space System provides a convenient and viable mobility option to the car and accommodates walking, bicycling and, in some cases, equestrian.

The Community Paseos and Open Space System provides distinctive edges and creates identity for the various components and neighborhoods of the plan. The system components also buffer, or separate, potentially incompatible uses.

In addition to the Community Paseo and Open Space System, parks and recreational amenities are provided for the development area itself. The acreages and assumptions for the parkland acreages are shown on Table 2, Calculation of Adjusted Units.

Community Core

The Community Core is envisioned as a multi-purpose "promenade" that serves as the backbone of the community and provides its most prominent expression of uniqueness. It is in effect a "main street" in the time-honored tradition of the American small town. The Community Core provides a rich mixture of entertainment, commercial, civic, cultural, educational, religious and residential uses.

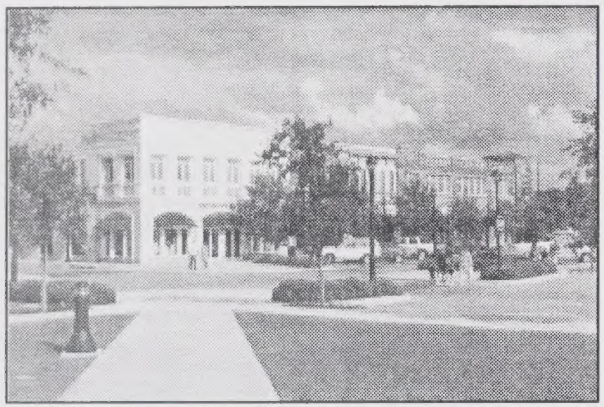
The Community Core is envisioned as an idyllic "main street" with a mix of uses, themed landscaping, street furniture, textured paving and tasteful signage. To stimulate pedestrian use, the Community Core is envisioned as a unique street scene with vibrant uses that invite exploration, such as cafes and outdoor dining. Uses allowed in the Community Core include a mixture of commercial, retail, office, entertainment and residential uses. It is anticipated that commercial uses will be concentrated in the central part of the core with educational and higher density residential uses focused on the two ends of the core.

The Community Core accommodates neighborhood and community serving commercial uses, such as: supermarkets, bookstores, restaurants and cafes; entertainment uses, such as theaters or a community playhouse; cultural uses, such as a museum; as well as satellite civic uses, such as a satellite city hall, police substation or recreation department. Offices would ideally be located on the second or third floors above the commercial uses. Residential uses could be located on the second or third floors above commercial uses in the Community Core.

The Community Core also accommodates a learning center in conjunction with an elementary and/or junior high school and parks. The Learning Center may consist of a shared and co-located school, day care, library, satellite civic uses, community center, fire station and recreational facilities. Places of worship will also be encouraged and accommodated as part of the focus of community life.

If not treated properly, Pine Avenue, which is a major thoroughfare, could divide the

Examples of a Community Core.



An example of a mixture of retail on the bottom floor and office or residential on the second floor in a Community Core.

For more information on the Chino Airport, see the "Comprehensive Land Use Plan for the Chino Airport" adopted in November 1991. This document is available through the County of San Bernardino and the City of Chino.

Community Core and The Preserve into two halves. In order to unify the Community Core and community, careful consideration of the connection across Pine Avenue is necessary. To this end, a special analysis of Pine Avenue is presented in the Mobility Section, Section V. This is essential to reconcile two important but incompatible needs: regional movement along Pine Avenue and the calmer local focus of "Main Street."

The greatest concentrations of residential densities are located within one-half mile of the Community Core. This provides the necessary density to help maintain a viable downtown core and maximize convenient access to shops and services without automobile use.

Euclid Regional Commercial Center

The Euclid Regional Commercial Center stretches along Euclid Avenue between Kimball and Pine Avenues. This Center is envisioned as an area of intensive business, retail, office and entertainment uses, providing an employment and commercial base for the region. The Euclid Regional Commercial Center capitalizes on the strategic location of The Preserve by providing a regional employment base that is intended to improve the jobs-housing balance for the City and the western Inland Empire.

The Regional Commercial Center is allowed to expand and intensify as this regionally strategic location captures increased business activity. The intent is that uses on this site would develop as early as possible yet expand and adjust as the economic attractiveness of this strategically located area increases.

The depth of the Regional Commercial designation provides property owners and developers the flexibility to respond to market trends with innovative designs and uses.

The Euclid Commercial Center is proposed to partially extend below the 566-foot dam inundation elevation. Due to the potentially high value of the land, this use could finance the necessary replacement of lost flood capacity in the Prado Flood Basin. It is important to note that the inundation elevation in much of this area would be very shallow and require a relatively small amount of volume offset. In order to allow development within the inundation area, the City and developer will be required to work with the U.S. Army Corps of Engineers.

Airport Related Business/Industrial Area

The Chino Airport provides an economic opportunity. To capitalize upon this opportunity and utilize the property impacted by the airport's noise and safety zones, a vibrant and diverse business and industrial area is provided.

The Light Industrial and Airport Related designations allow for office, manufacturing, business park and other uses compatible with the Chino Airport.

These uses, located along Kimball Avenue, would interact with the Euclid Regional Commercial Center and Chino Airport as that facility takes on a more diversified air transportation role.

Residential Neighborhoods

A broad range of housing types, each with a unique sense of place and identity, are strategically located among these major features.

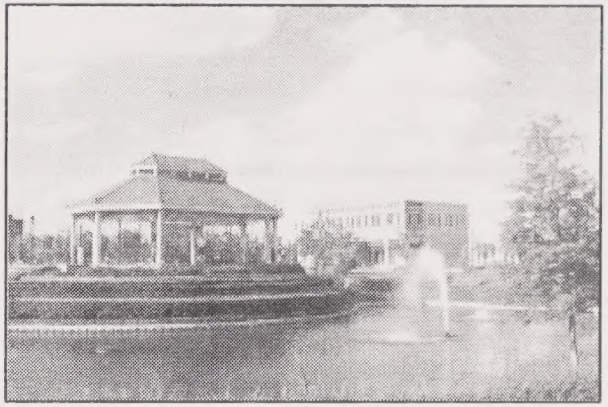
A diversity of residential neighborhoods offering a variety of densities, housing types and price ranges is accommodated in The Preserve. The rich mixture of housing designations provides the opportunity for a "fine grain" blend of choices to appeal to many market and economic segments.

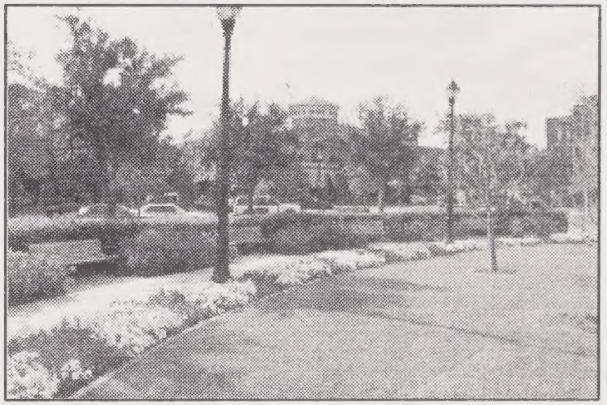
Higher density residences, such as multi-family structures, townhomes and garden apartments, are located in and adjacent to the Community Core, Euclid Regional Commercial Center and Kimball Avenue. This provides the opportunity for access to employment and service uses as well as convenient live-work opportunities. Lower-density residential uses are mainly located on the eastern portion of The Preserve and south of Pine Avenue. Estate Residential uses are located in the southern portion of the developed area adjacent to the open space and the 566-foot dam inundation line to foster equestrian uses.

Guiding Development Principles

The following principles are the fundamental, intent statements that drive every project and use within The Preserve. These principles are so important to the future character of The Preserve that every individual project/ application must comply with the intent of each of the following principles. Project approval can only occur if a finding is made to that effect.

- There is to be a broad range of housing products, designs and types in every residential project to create diversity and character. **Finding**: The project contributes directly to a broad range of housing types and opportunities.
- The Preserve is intended to be a vibrant and diverse community with a wide variety in the design of structures. **Finding**: The project is characterized by design features that contribute to the quality and variety of the living environment.
- The Community Core is the heart and soul of The Preserve. The intended high quality and character of the Community Core must be maintained. **Finding**: The project contributes to and does not detract from the character and viability of the Community Core.
- The intent of the land use plan and its basic land use patterns must be preserved. **Finding**: The project implements and is consistent with the land use concept in the plan.





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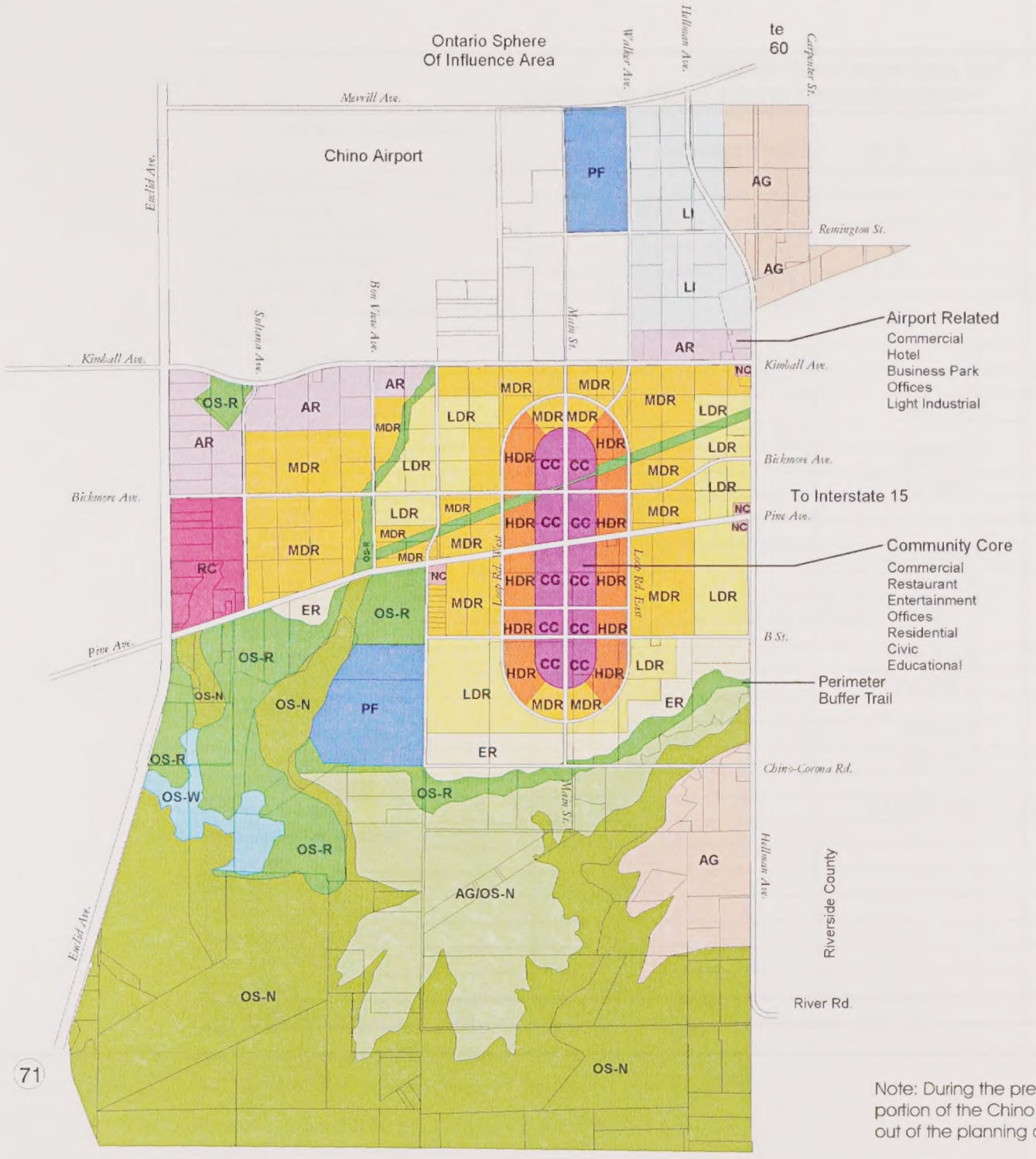
LAND USE PLAN



Residential

120.9 ac	ER	Estate Residential (2 du/ac)
319.5 ac	LDR	Low Density Residential (5.5 du/ac)
576.4 ac	MDR	Medium High Density Residential (10 du/ac)
151.0 ac	HDR	High Density Residential (16 du/ac)
1,167.7 ac	Total	

Business

8.5 ac	NC	Neighborhood Commercial (.25 FAR)
86.1 ac	RC	Regional Commercial (.25 FAR)
263.6 ac	AR	Airport Related (.35 FAR)
212.1 ac	LI	Light Industrial (.45 FAR)
125.7	CC	Community Core
695.9 ac	Total	

Open Space

61.6 ac	OS-W	Open Space Water
1,639.8 ac	OS-N	Open Space Natural
422.6 ac	OS-R	Open Space Recreational
518.3 ac	AG/OS-N	Agricultural and Open Space Natural
345.1 ac	AG	Agricultural
2,987.6 ac	Total	

Other

398.5 ac	PF	Public Facility
185.8 ac	RD	Roads
584.3ac	Total	

Total Acreage: 5,435.3 ac

NOT TO SCALE

Note: During the preparation of this specific plan, a portion of the Chino Airport was annexed and taken out of the planning area.

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TABLE 1
LAND USE PLAN STATISTICAL SUMMARY

Land Use Designation (% of Use)	Adjusted Gross Ac.*	Adjusted Units [1]	Sq. Ft. [2]	Average Density [3] DU/Ac	Average Density [3] FAR	Density Range [4]
Residential Designations						
Estate Residential	120.88	236.8		2.0		0-3 du/ac
Low Density Residential	319.47	1,658.5		5.5		3-8 du/ac
Medium Density Residential [5]	576.37	5,075.8		10.0		8-12 du/ac [7]
High Density Residential	150.95	2,021.0		16.0		12-20 du/ac
Community Core MU Residential (55% of Designation)	69.14	787.0		16.0		20 du/ac
Residential Subtotal	*1,236.81*	*9,779.0*				
Business Designations						
Neighborhood Commercial	8.53		92,891.7		0.25	N.A.
Regional Commercial	86.07				0.25	N.A.
Regional Commercial (70%)	60.25		656,111.6		0.25	N.A.
Office (15%)	12.91		140,595.4		0.25	N.A.
Open-Space-Rec. (15%)	12.91					
Airport Related	263.57				0.35	
Light Industrial (55%)	144.96		2,841,574.5		0.45	N.A.
Business Park (20%)	52.71		803,677.6		0.35	N.A.
Office (10%)	26.36		401,838.8		0.35	N.A.
Commercial (10%)	26.36		287,027.7		0.25	N.A.
Hotel (5%)	13.18		200,919.4		0.35	N.A.
Light Industrial	212.07		4,156,996.1		0.45	N.A.
Community Core [6]	125.71			16	0.5	
MU Commercial (20%)	25.14		328,555.7		0.30	N.A.
MU Office (15%)	18.86		328,555.7		0.40	N.A.
MU Public Facilities (10%)	12.57					
Business Subtotal	*695.95*		*10,238,744.2*			
Open Space Designations						
Agriculture	345.08					
Open Space-Water	61.55					
Ag/Open Space-Natural	518.25					
Open Space Recreation	422.63					
Open Space-Natural	1,640.05					
Open Space Subtotal	*2,987.56*					

See next page for notes.

TABLE 1
LAND USE PLAN STATISTICAL SUMMARY

Land Use Designation (% of Use)	Adjusted Gross Ac.*	Adjusted Units [1]	Sq. Ft. [2]	Average Density [3] DU/Ac	Average Density [3] FAR	Density Range [4]
Other Designations						
Public Facilities	398.36					
Women's Institute	122.00					
Chino Airport (25%)	69.09					
Agriculture (75%)	207.27					
R.O.W.	185.79					
Other Subtotal	*584.15*					
Totals	**5,435.33**	**9,779.1**	**10,238,744.2**			

* Adjusted gross acres is the gross project acreage less the acreage devoted to the public rights-of-way depicted on the Land Use Plan, Figure 7

[1] Residential unit assumption is based on adjusted gross acres, including an adjustment to include the acreage required for parks and schools. For purposes of parks and schools assumptions, the unadjusted number of units, based simply on adjusted gross acres times the average density factor for each residential designation, is 11,284 dwelling units.

[2] Non-Residential square footage assumption based on adjusted gross acres.

[3] Average density is the target density. Individual project densities may vary within the Maximum Density range stated in this table.

[4] Provides the density ranges within each residential land use designation.

[5] Medium Density Residential includes the assumption of one 10-acre elementary school.

[6] Community Core Commercial includes the assumption of one junior high (15-acres) and one elementary school (10-acres). Community Core Residential uses are included in "residential designations" at the top of Table 1.

[7] The Density range may be expanded to 6 to 14 dwelling units per acre if approved through a Master Plan and with a minimum of 60 acres (See Section VII)

Adjusted Gross Acres

In The Preserve, acreages are adjusted to account for public rights-of-way, park requirements, and schools.

During the preparation of this Specific Plan, a portion of the Chino Airport was annexed into the City of Chino. The new boundaries have been reflected on the land use maps but the statistics have not been adjusted accordingly.

The Adjusted Units for each residential designation accounts for the required parkland and school acreage that is required to support the project. The following table, Table 2, illustrates how the adjusted units were derived:

TABLE 2
CALCULATION OF ADJUSTED UNITS

Land Use Designation	*Adjusted Gross Acres* [1]	*Average Density Factor*	*Park Requirements (acres)* [2]	*School Assumptions (acres)* [3]	*Net Acres* [4]	*Adjusted Units*
Residential Designation						
Estate Residential	120.88	2.0			118.41	236.8
Low Density Residential	319.47	5.5			301.55	1,658.5
Medium Density Residential	576.37	10.0		10.00	507.58	5,075.8
High Density Residential	150.95	16.0			126.31	2021.0
Community Core – Mixed Use Residential	69.14	16.0		8.68	49.18	787.0
Non-Residential Designations						
Community Core: Mixed Use				16.32		
Totals	**1,236.8**		**99.75**	**35**		**9,779**

[1] Adjusted Gross Acres includes a deduction for all the roadways indicated on the Land Use Plan, Figure 7.

[2] Based on the City's standard of 3 acres per 1,000 population. Persons per dwelling unit are estimated at 3.4 persons (Department of Finance, January 2000).

[3] A 10-acre elementary school and 15-acre K-8 school are assumed within the Community Core designation. Acreage for the schools is deducted from each of the land use categories in the Community Core. The proportion deducted from Mixed Use Residential is 8.68 acres of the 25 acres.

[4] Net acres includes a deduction for roadways, a deduction for park acres based on the proportion of dwelling units in each land use designation in relation to the total number of dwellings, and assumes a deduction for schools and other potential public and community facilities.

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SECTION V: DEVELOPMENT PLAN

> *Make no little plans, they have no magic.*
>
> Daniel Burnham

Average Density

Average density is a tool that is employed to increase flexibility, diversify community character, and encourage a range of product types, parcel sizes and design styles.

To make this approach work, the Plan provides incentives and regulations to prevent development from occurring only at the average. Furthermore, the density ranges are designed to accommodate a realistic range of housing types that avoid making the top end of the range the only practical choice. It is this combination of market reality, plan structure and land use management that will yield the desired mix of development types rather than a homogeneous sameness.

Average density is different from conventional zoning, which dictates a maximum density and often results in communities lacking uniqueness.

Instead, average density, along with other provisions of this Plan, provides the ability to accommodate products at a higher density as long as products are offered at lower densities in the same project.

It may help to think of average density as a scale wherein higher densities can be added to one side of the scale, as long as lower density products are added to the other side so a balance is achieved. That balance is the average density.

Average density is determined on a project-by-project basis by determining the average density from the different products within each project.

This section provides a description of the components that define the physical nature of The Preserve. This includes a detailed description of the following:

- Land Use Plan.
- Land Use Designations and Development Standards.
- General Development Standards, including right-to-farm provisions.
- Mobility Plan, including vehicular transit, bicycle and equestrian mobility.
- Community Paseo and Open Space System.
- Park and School Plans.
- Infrastructure Plans.

LAND USE PLAN

The Land Use Plan, Figure 7, depicts the arrangement, intensity and location of the various land uses of The Preserve.

As described in Section VII, Administration, the basic land use pattern must be maintained; however, the precise alignment of boundaries and densities may vary.

As described in Section III, Introduction & Background, this Specific Plan is linked with the City's Zoning Ordinance. In many instances, provisions in the Zoning Ordinance augment the provisions contained in The Preserve Specific Plan.

LAND USE DESIGNATIONS AND DEVELOPMENT STANDARDS

This section contains the development standards of each land use designation. The Land Use Plan contains fifteen (15) land use designations. These land use designations are grouped into the more general categories of Residential, Business and Open Space.

Residential Designations

There are four residential land use designations: Estate, Low Density, Medium Density and High Density. Each land use designation includes a description of the intended character, allowable uses, density and development standards, as summarized on Table 3.

Residential land use designations promote a wide range of densities and housing types in order to achieve variety and accommodate a broad spectrum of market segments. To ensure this variety, a number of innovative tools are used in the development plan. Foremost among these tools is the use of "average density," which is explained on the sidebar.

Due to the wide range of product types that can be accommodated within each land use designation, there are regulations for single family, cluster and attached products in each land use designation.

TABLE 3
RESIDENTIAL DEVELOPMENT REQUIREMENTS [1]

Land Use Designation	*Estate Residential*		*Low-Density Residential*		*Medium-Density Residential*		*High-Density Residential*	
Development Requirements								
Average Density [12]	2 units/ac		5.5 units/ac		10 units/ac.		16 units/ac.	
Density Range [12]	0-3 du/ac		3-8 du/ac		8-12 du/ac.[2]		12-20 du/ac.	
Minimum Front Setbacks [9] (from property line):								
• Habitable Structures	• 25 ft.		• 10 ft.		• 10 ft.		• 10 ft.	
• Non-Enclosed Porch	• 15 ft.		• 5 ft.		• 5 ft.		• 5 ft.	
• Front-Entry Garage	• 25 ft.		• 18 ft.		• 18 ft.		• Less then 5 ft. or greater than 18 ft.	
• Side-Entry Garage	• 15 ft.		• 10 ft.		• 5 ft.		• 3 ft.	
Parking	Chapter 20.14[3]		Chapter 20.14[3]		Chapter 20.14[3]		Chapter 20.14[3]	
Segmented Development Requirements	**Single-lot Products**	**Clustered Products**	**Detached Products**	**Attached & Clustered**	**Detached Products**	**Attached & Clustered**	**Detached Products**	**Attached & Clustered**
Minimum Net Lot Size	12,000 sq. ft.	N/A	3,600 sq. ft.	N/A	None	N/A	None	N/A
Minimum Net Project Size [10]	5 acres	5 acres	5 acres	5 acres	5 acres	5 acres	3 acres	3 acres
Minimum Lot Width [4]	80 ft.	None	40 ft.	None	None	None	None	None
Minimum Lot Depth	100 ft.	None	70 ft. avg.	None	None	None	None	None
Minimum Side Setbacks: [9]								
• Interior Property Line	• 10 ft.	• 10 ft.	• 5 ft.	• 5 ft.	• 3 ft.	• 10 ft. [11]	• 3 ft.	• 15 ft. [11]
• Exterior Property Line	• 15 ft.	• 20 ft.	• 10 ft.	• 10 ft.	• 10 ft.	• 10 ft.	• 10 ft.	• 10 ft.
• Non-Enclosed Porch	• 5 ft.	• 5 ft.	• 3 ft.	• 3 ft.	• 3 ft.	• 3 ft.	• 3 ft.	• 15 ft.
• Detached Garages [5]	• 5 ft. or 10 ft.	• 5 ft.	• 0 ft.	• 0 ft. or 5 ft.	• 0 ft. or 5 ft.	• 0 ft. or 5 ft.	• 0 ft. or 3 ft.	• 0 ft.
• Zero Lot Line Side Yards	• N/A	• N/A	• Yes (10' other side)	• Yes (10' other side)	• Yes (6' other side)	• Yes (6' other side)	• Yes (6' other side)	• N/A
Minimum Rear Setbacks: [9]								
• Interior	• 25 ft.	• 25 ft.	• 10 ft.	• 10 ft.	• 10 ft.	• 15 ft.	• 10 ft.	• 15 ft. [11]
• Exterior	• 25 ft.	• 30 ft.	• 20 ft.	• 20 ft.	• 15 ft.	• 15 ft.	• 15 ft.	• 15 ft. [11]
• Detached Garages w/ front access	• *	• *	• 0 ft.	• 0 ft.	• 0 ft.	• 0 ft.	• 0 ft.	• 0 ft.
• Garages w/ rear access	• *	• *	• 5 ft. or $\leq$ 20 ft.	• 5 ft. or $\leq$ 20 ft.	• 5 ft. or $\leq$ 20 ft.	• 5 ft. or $\leq$ 20 ft.	• 5 ft. or $\leq$ 20 ft.	• 5 ft. or $\leq$ 20 ft.

TABLE 3
RESIDENTIAL DEVELOPMENT REQUIREMENTS [1]

Land Use Designation	*Estate Residential*		*Low-Density Residential*		*Medium-Density Residential*		*High-Density Residential*	
Segmented Development Requirements	**Single-lot Products**	**Clustered Products**	**Detached Products**	**Attached & Clustered**	**Detached Products**	**Attached & Clustered**	**Detached Products**	**Attached & Clustered**
Maximum Lot Coverage	50% lot coverage	None	60% lot coverage	60% site coverage	70% lot coverage	70% site coverage	80% lot coverage	None
Minimum Landscape Coverage	None [6]	None	None	20%	None	30%	None	20%
Minimum Building Separation	Per UBC	• 20 ft. • 15 ft. (non-enclosed porch)	Per UBC	Per UBC	Per UBC	Per UBC or 10 ft. whichever is greater	Per UBC or 10 ft. whichever is greater	Per UBC or 10 ft. whichever is greater
Minimum Private Open Space	N/A	30% of site area [8]	N/A	250 sq. ft./unit	None if ≤8 du/acre	Per Section 20.08.050 (D) (4) [3]	N/A	Per Section 20.08.050 (D) (4) [3]
Minimum Livable Area	3,000 sq. ft.	3,000 sq. ft.	1,200 sq. ft.	1,200 sq. ft.	1,000 sq. ft	• 1 bedroom or studio – 650 sq. ft. • 2 or more bedrooms – 800 sq. ft.	1,000 sq. ft.	• 1 bedroom or studio – 650 sq. ft. • 2 or more bedrooms – 800 sq. ft.
Maximum Building Height:	• 35 ft. (2 stories)	• 35 ft. (2 stories)	• 40 ft. (3 stories)	• 40 ft. (3 stories)	• 40 ft. (3 stories)	• 40 ft. (3 stories)	• 40 ft. (3 stories)	• 45 ft. (3 stories and loft)
• Detached Garages	• 15 ft.	• 15 ft.	• 15 ft.	• 15 ft.	• 15 ft.	• 15 ft.	• 15 ft.	• 15 ft.
• Detached garages with a secondary unit above	• 35 ft.	• 35 ft.	• 35 ft.	• 35 ft.	• 35 ft.	• 35 ft.	• 35 ft.	• 35 ft.

[1] Summary only. Does not include all standards. See the Specific Plan text for complete standards.
[2] Can be 6-14 units per acre with an approved Master Plan.
[3] Chapter in the Zoning Ordinance.
[4] Determined at setback line.
[5] The side yard setback for detached garages vary depending upon the location and form of the garage. See the Specific Plan text for details.
[6] Refer to Chapter 8.50, Real Property Maintenance, of the City of Chino Municipal Code for maintenance standards.
[7] For attached triplex and higher in density.
[8] This area may be devoted to private, common, or public open space. A common or public open space amenity must be part of a planned development, aggregated and contiguous to the residential unit.
[9] Applies to all stories of buildings
[10] Only one single-family home may be built if the minimum project size is not met.
[11] Setbacks for duplexes vary. See the Specific Plan for text for details.
[12] Adjusted gross density.
*Same as main structure.

Estate Residential (ER)

ER1 Intended Character: The Estate Residential Land Use Designation is intended to provide a rural residential area synonymous with the country. The predominant development pattern in the Estate Residential Designation should be of single-family, low profile homes set on large lots. Open Space and landscaping should dominate the visual scene. Equestrian uses and trails should be an integral feature in this land use designation.

ER2 Permitted Land Uses

a. Single-family residences.
b. Clustered, single-family residences (dwellings may be on a common lot).
c. Public parks, senior centers, community centers and similar facilities.
d. Per the "Permitted Land Uses" for the RD2 zone, Section 20.08.030 of the Zoning Ordinance.

Intent: The option for clustered products provides flexibility to respond to site constraints and vary product while maintaining the overall character of the Estate Residential Designation. Clustered units are required to provide an equivalent amount of open space on-site or within a coordinated development as common open space.

ER3 Uses Subject to a Special Conditional Use Permit

a. Per the "Conditionally Permitted Land Uses" for the RD2 zone, Section 20.08.030 of the Zoning Ordinance.
b. Recreational vehicle storage located in the Edison Easement Overlay.

ER4 Prohibited Uses

a. Per the "Not Permitted Land Uses" for the RD2 zone, Section 20.08. 030 of the Zoning Ordinance.

ER5 Administratively Permitted and Incidental Uses

a. As provided for in the RD2 zone, Section 20.08.030 of the Zoning Ordinance.

ER6 Development Requirements

a. Average density: 2 units per adjusted gross acre.
b. Density range: 0-3 units per adjusted gross acre.
c. Minimum net lot size:
   1. Single lot products: 12,000 sq. ft. net lot size.
d. Minimum net project size:
   1. Clustered products: 5-acre net project size with a minimum area of 20,000 sq. ft. per unit.

Intent: The minimum lot size for clustered products allows flexibility and ensures an adequate trade-off for clustering.

Estate Residential

Clustered Development

Development in which a number of dwelling units are placed in closer proximity than usual, or are attached, with the purpose of retaining some feature or providing an amenity such as open space, community recreation facility or water body.

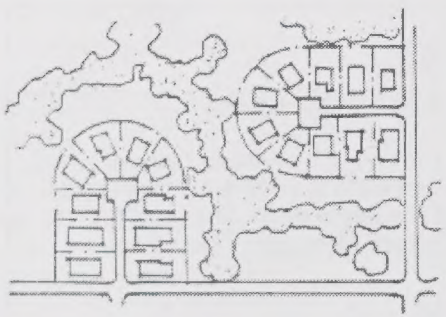
Adjusted Gross Acres

The area of a parcel, exclusive of all land within the ultimate right-of-way of the adjacent streets that are noted on the circulation plan, Figure 9.

Measuring Lot Width

Lot width in The Preserve is measured at the front setback line.

Each land use designation is exclusive, not cumulative. That is, there is a floor and ceiling as specified by the range of each land use designation. What this means, for example, is that a property in a Medium Density designation may not develop to the densities of the Estate Residential designation.



Clustering Concept

e. Minimum lot width (determined at setback line):
   1. Single lot products: 80 ft.
   2. Clustered products: None.
f. Minimum lot depth:
   1. Single lot products: 100 ft.
   2. Clustered products: None.
g. Minimum front setbacks (from property line):
   1. Single and clustered lot products:
      i. 25 ft. for habitable structures.
      ii. 15 ft. for non-enclosed porch.
      iii. 25 ft. for front-entry garage.
      iv. 15 ft. side-entry garage.
h. Minimum side setbacks:
   1. Single and clustered lot products:
      i. 10 ft. from interior property line to a habitable structure and attached garage.
      ii. 10 ft. from interior property line to a detached garage in the front half of the lot and 5' to a detached garage in the rear half of the lot.
      iii. 15 ft. from exterior property line for single lot products and 20 ft. from exterior property line for clustered products
      iv. 15 ft. from exterior property line to a detached garage in the front half of the lot and 5' for detached garages in the rear half of the lot.
      v. 5 ft. from any exterior or interior property line for a single-story, non-enclosed porch.
i. Minimum rear setbacks:
   1. Single lot products:
      i. 25 ft. from interior and exterior property line for habitable structures and garages.
   2. Clustered products:
      i. 25 ft. from interior perimeter property line for habitable structures and garages.
      ii. 30 ft. from exterior perimeter property line for habitable structures and garages.
j. Maximum lot coverage:
   1. Single lot products: 50% lot coverage.
   2. Clustered products:
      i. No maximum site coverage (See ER6.0 for open space requirements).
k. Minimum landscape coverage:
   1. Single lot products:
      i. None (Note: refer to Chapter 8.50, Real Property Maintenance, of the City of Chino Municipal

Code for maintenance standards).

2. Clustered products:
   i. None (See ER6.0 for open space requirements).

l. Maximum building height:
1. Single and clustered lot products:
   i. 35 ft., 2 stories.
   ii. 15 ft. for detached garages within 15 ft. of property lines unless associated with a secondary unit, in which case the maximum height is 35 ft.

m. Minimum livable area:
1. Single lot and clustered products: 3,000 sq. ft.

n. Minimum building separation:
1. Single lot products:
   i. Per Uniform Building Code.
2. Clustered products:
   i. 20 ft.
   ii. 15 ft. for a non-enclosed porch.

o. Minimum private open space:
1. Single lot products: Not applicable.
2. Clustered products:
   i. A minimum open space amenity of 30% of the site area must be provided. The open space amenity may be devoted to private, common, or public open space. A common or public open space amenity must be part of a planned development, aggregated and contiguous to the residential unit. Clustered open space does not count toward the parks requirement (Quimby Act).

p. Parking:
1. Per Chapter 20.14 of the Zoning Ordinance.

q. Performance standards:
1. A minimum of 10% of all single-family detached homes within a project shall be one story.
2. Recreational Vehicle (RV) parking:
   i. RV parking shall be provided in accordance with the following based upon project density:
      - In projects with up to 4.5 units per acre: 100% of the units shall provide RV parking.
   ii. RV parking may be provided in any of the following methods:
      - On an individual lot by maintaining a minimum 12 ft. unobstructed side yard setback area.
      - Within an individual neighborhood/project with separate designated parking

Exterior Property Line. The property line adjacent to any public right-of-way, such as a street (AKA Street Side Property Line).

Interior Property Line. The property line adjacent to another lot.

Perimeter Property Line. The property line surrounding a multifamily or clustered project.

Unit Segmentation

spaces for RVs in common areas. RV parking that is located off-site is subject to approval of the Director of Community Development provided the applicant demonstrates that there is adequate space to accommodate the RVs of future residents. RV parking facilities may be located off-site within the boundaries of the City of Chino, subject to approval by the Director of Community Development, provided that such facilities have space to accommodate RVs at the ratio required for this land use designation. Such facilities may be provided through a market-rate, for-profit business if the Director of Community Development determines that the applicant/developer has made adequate arrangements to insure such RV spaces will be made available to residents of the development project in question, and that such arrangements include adequate provisions giving first priority to project residents over other potential RV space renters

3. Garage placement. The intent of the garage placement options is to create a variety in the street scene. Any repetition or excess of use of one garage placement option is not permitted. The impact of repetitive street-front garages on residential neighborhoods can be reduced by 1) varying the garage placement mix within a neighborhood plotting plan, 2) varying the garage door appearance, 3) varying the garage placement from plan to plan, and 4) buffering the view impact of garages and doors by adding optional garage treatments that occur forward of the garage.
   i. Vary garage placement within neighborhood plotting plan:
      - Vary garage placement whenever possible by alternating front setbacks.
      - Alternate plans with different garage types

when plotting adjacent homes.

ii. Vary garage door appearance:
   - Vary garage door pattern, windows and/or color as appropriate to individual architectural styles.
   - Where possible, use two single doors instead of a large one.
   - Additional garage treatments are encouraged to buffer direct view of the garage door.

iii. Vary garage placement from plan to plan. All detached residential units that have garage units on the street must provide a minimum of two of the following five garage placements in each single family detached home neighborhood (exception - all alley loaded):
   - Shallow recessed. All front facing garages shall be located a minimum of 5 feet behind the front elevation. But in no event will the garage be placed closer than 18 feet from the front property line. Additional garage treatments are encouraged to further reduce the impact of the garage door.
   - Mid recessed. Design plans that place the garage at varied locations. Mid recessed garages are located 10 feet or more behind the front elevation.
   - Deep recessed (may be detached). Deep recessed garages are located 20 feet or more behind the front elevation/living space.
   - Corner with side street entry (may be detached). This garage placement allows the option of entering from the side street, thereby eliminating the garage and driveway from the front face of the house.
   - Garage forward – limited to a maximum of 30% for front facing and 33% for swing-in (i.e. parallel to the street) of units in each neighborhood (or 1 plan per development). This includes front facing or swing-in garages

located forward of living space. (Exception-see 'Combined Alley and Front-Facing Garages' below).

- Forward Swing-In Garage. This garage placement is limited to 40% of homes in single-family detached neighborhoods. Swing-in garages greatly reduce the impact of garage door faces on the streetscape. The resulting front-facing garage wall shall be articulated with the same level of detail as the front façade of the home including windows, trim, etc. Swing-in garages are prohibited on lots less than 53' wide. Swing-in garage doors shall be recessed a minimum of 12" behind the garage wall plane.
- Forward Front facing Garage. This garage placement is limited to 33% of homes in single-family detached neighborhoods. (See individual garage type descriptions for exceptions). Garage doors located forward of the front living space shall be recessed a minimum of 12" behind the garage wall plane.
  - Note: If Shallow-Recessed or Mid-Recessed are selected as one of the options, then the other option has to be either Deep-Recessed, Corner with Side Entry, or a Garage Forward option.

iv. Combined Alley and Front Facing Garages. In individual neighborhoods where two product types are combined using alley and conventional front facing garages together, a maximum of 50% of garages may be located forward of the architecture excepting those that are visible, front or side-on, from public streets. Those visible from public streets shall comply with the otherwise standard 30% maximum garage forward requirement. (See "Vary Garage Placement from

plan to plan" above for this requirement).

v. Detached Garages. Detached garages include deep recessed, corner with side street entry and alley loaded. Detached garages are located toward the rear of the lot behind the primary structure. They are enhanced by applying the same details found on the home. Where front-facing, long driveways should be improved by adding texture, pattern or a 'ribbon' driveway.

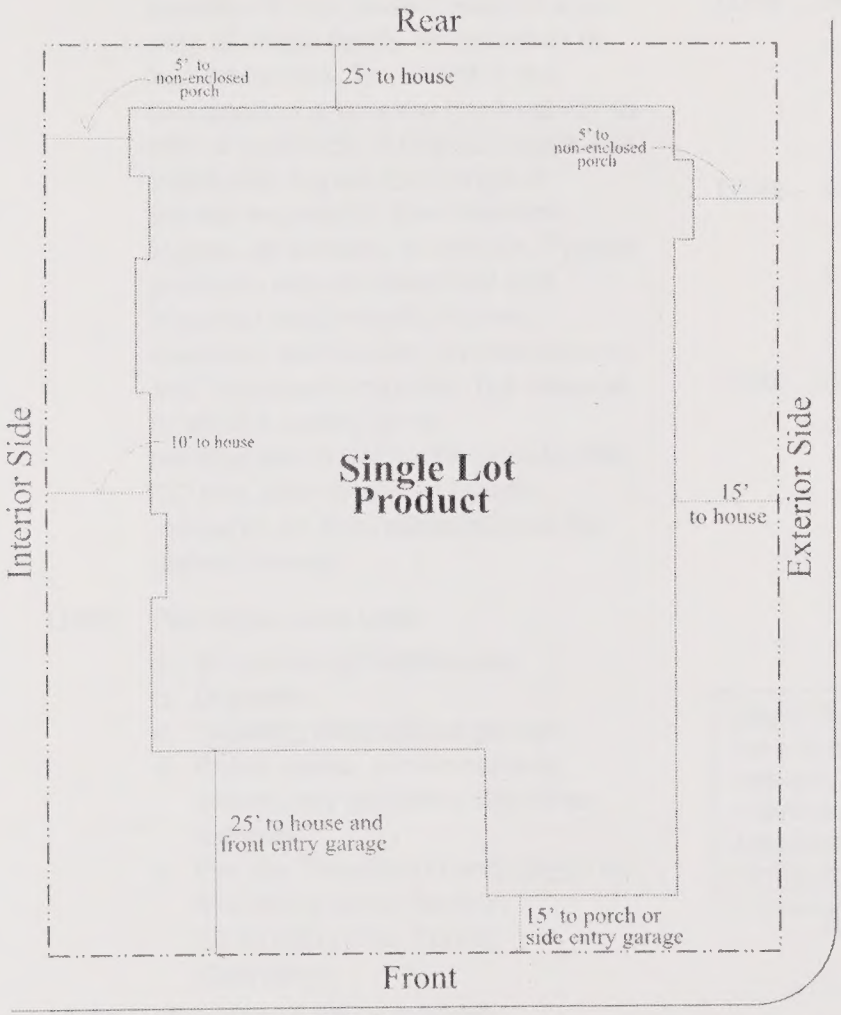
vi. Three or Four Car Garage Placement:
   - Tandem Garage. Constructing the additional car spaces in tandem behind the standard 2-car garage door can reduce the impact on the neighborhood streetscape for three or four car garage.
   - 3-Car Garage Requirements. 3-car garages are limited to:
     - One plan per neighborhood plan package for front facing garages only.
     - Lots that are 7,000 SF or 55 ft. wide or greater.
     - All other standard garage requirements.
     - Only two of the three garage doors may face the front of the house.
   - 4-car Garages. 4-car garages are limited to:
     - One plan per neighborhood plan package for front facing garages only.
     - Lots that are 7,000 SF or 55 ft. wide or greater.
     - Only two of the four garage doors may face the front of the house.
     - All other standard garage requirements.

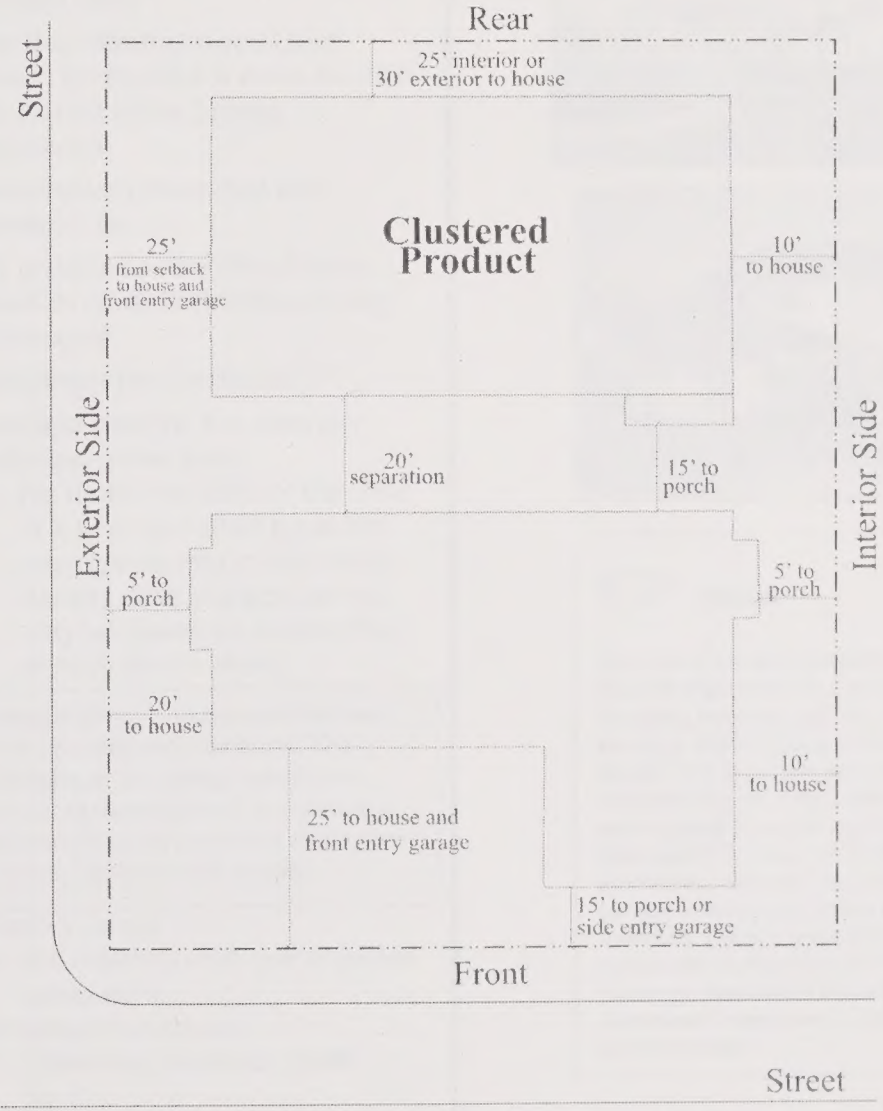
vii. Other Garage Treatments:
   - Porte Cochere and Garage Door Screening Elements are highly encouraged to reduce or buffer the direct view of garages and garage doors from the sidewalk or street.
   - Porte Cochere. A recessed garage plan with a port cochere creates an additional,

partially covered, parking space and an occasional outdoor private space.

- Garage Door Screening Elements. Install elements such as attached trellises beneath garage roof fascias and/or above garage door header trims. Span the driveway forward of the garage with a gated element or detached overhead trellis.

ESTATE SETBACKS





NOT TO SCALE

Note: Does not depict all development standards, only setbacks. These Figures are not intended to depict the actual building footprints and forms but instead the area within which structures may be developed.

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Low Density Residential (LDR)

LDR1 Intended Character: The Low Density Land Use Designation is intended to provide for the development of a variety of single-family detached or attached homes. The intent of this designation is to allow the flexibility to offer a multitude of product types and styles that appeal to a range of market segments, from first-time buyers, to families, to seniors. Typical products include detached and attached single-family homes, clustered residences, condominiums and courtyard products. The intent is to allow a variety of lot configurations, including zero lot line, "Z" lots, and detached condominiums, for both attached and detached homes.

LDR2 Permitted Land Uses

a. Single-family residences.
b. Duplexes.
c. Dwelling units above garage.
d. Public parks, senior centers, community centers and similar facilities.
e. Per the "Permitted Land Uses" for the RD4.5 zone, Section 20.08.030 of the Zoning Ordinance.

LDR3 Uses Subject to a Special Conditional Use Permit

a. Per the "Conditionally Permitted Land Uses" for the RD4.5 zone, Section 20.08.030 of the Zoning Ordinance.

LDR4 Prohibited Uses

a. Per the "Not Permitted Land Uses" for the RD4.5 zone, Section 20.08.030 of the Zoning Ordinance.

LDR5 Administratively Permitted and Incidental Uses

a. As provided in the RD4.5 zone, Section 20.08.030 of the Zoning Ordinance.

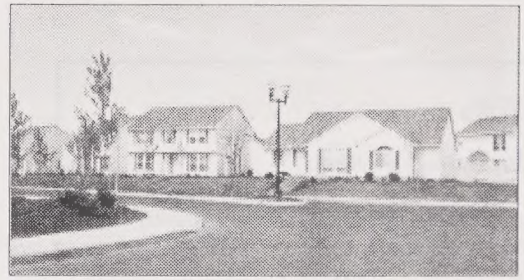
LDR6 Development Requirements

a. Average density: 5.5 units per adjusted gross acre:
   1. No more than 50% of the units in any project shall be at the average density or any single density. The average density may be based on Master Plan density distributions.

Intent: The average density requirement allows for a variation in product and character. The intent is to discourage the typical suburban, cookie-cutter type of development and for each residential neighborhood to provide a distinctive variety in products, designs and density.

b. Density range:
   1. 3-8 dwelling units per adjusted gross acre.
c. Minimum net lot size:
   1. Detached products: 3,600 sq. ft.

Low Density Residential

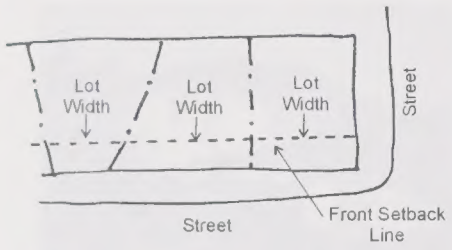


Product

The use of the term product in this Specific Plan refers to a structure, including housing type (e.g. single-family or duplex), facade treatment, and design. The goal is to ensure a variation in product types. This means that within each project there will be structures that have variety in terms of facade treatments, designs, lot configurations, garage orientations, colors and materials. Density must also be distributed in accordance with the "Average Residential Density Guidelines" described in Section VII, Administration.

Measuring Lot Width

Lot width in The Preserve is measured at the front setback line.



Exterior Property Line. The property line adjacent to any public right-of-way, such as a street (AKA Street Side Property Line).

Interior Property Line. The property line adjacent to another lot.

Perimeter Property Line. The property line surrounding a multifamily or clustered project.

d. Minimum net project size:
   1. Attached and clustered products: 5 acres.
e. Minimum lot width (determined at setback line):
   1. Detached products: 40 ft.
   2. Attached and clustered products: None.
f. Minimum lot depth:
   1. Detached products: 70 ft. average.
   2. Attached and clustered products: None.
g. Minimum front setbacks (from property line):
   1. Single lot, attached and clustered products:
      i. 10 ft. for habitable structures.
      ii. 5 ft. for non-enclosed porch.
      iii. 18 ft. for front-entry garage.
      iv. 10 ft. for side-entry garage as long as adequate turning radius is provided.
h. Minimum side setbacks:
   1. Single lot, attached and clustered products:
      i. 5 ft. from interior property line for habitable structures.
      ii. 10 ft. from exterior property line for habitable structures.
      iii. 3 ft. for non-enclosed porch.
      iv. For single lot products: 0 ft. from interior property lines to detached garages in the rear half of the lot. For detached garages in the front half of the lot, 5 ft. from interior property lines and 18 ft. from exterior property lines.
      v. For attached and clustered products: 0 ft. or a minimum of 5 ft for garages in the rear half of the lot. For detached garages in the front half of the lot, 5 ft. from interior property lines and 18 ft. from exterior property lines.
      vi. Zero side lot lines are permitted for habitable structures with the allowance for access and drainage easements. A minimum 10 ft. setback is required for the other side yard setback. Other types of easements to allow for reciprocal use of properties may be permitted subject to the approval of the Director of Community Development.

i. Minimum rear setbacks:
   1. Single lot, attached and clustered products:
      i. 10 ft. from interior property line for habitable structures and garages.
      ii. 20 ft. from exterior property line for habitable structures and garages.
      iii. 0 ft. for detached garages with access from front of lot. Garages with habitable living space the setbacks shall be those listed in i and ii above.
      iv. For garages with rear access, 5 ft. or 20 ft. or more from property line.

j. Maximum lot coverage:
   1. Single lot products: 60% lot coverage.
   2. Attached and clustered products: 60% site coverage.

k. Minimum landscape coverage:
   1. Single lot products: None.
   2. Attached and clustered products: 20%.

l. Maximum building height:
   1. Single, attached and clustered products: 40 ft, 3 stories.
      i. 15 ft. for detached garages within 15 ft. of property lines unless associated with a secondary unit, in which case 35 ft.

m. Minimum livable area:
   1. Single, attached and clustered products: 1,200 sq. ft.

n. Minimum building separation:
   1. Single, attached and clustered products: As required by UBC.

o. Minimum private open space:
   1. Single lot products: Not applicable.
   2. Attached and clustered products:
      i. 250 sq. ft. shall be provided for each unit for private/ exclusive use of each residence.

p. Parking:
   1. Per Chapter 20.14 of the Zoning Ordinance with the following exception: for the purposes of this Specific Plan, the multi-family parking standard of the Zoning Ordinance applies to a residential development with a density of 8 dwelling units per acre or more. The multi-family parking standard applies when units have been clustered and the development area of the project has a micro-density of 8 dwelling units per acre or more.

q. Performance standards:
   1. A minimum of 10% of all single-family detached homes with a lot size of 5,500 sq. ft. or more within a project shall be one story. A minimum of 15%

Project

A planned work or activity that is completed over time. This includes a single tract map or unified collection of tract maps submitted concurrently or as part of a master plan, as well as any discretionary development permit or other permit (Site Approval, Special Conditional Use Permit, Administrative Approval, or Mast Plan).

of all attached for sale homes shall be single story (ground floor).

2. Recreational Vehicle (RV) parking:
   i. RV parking shall be provided in the following manner based upon the following project density:
      - Up to 4.5 units per acre: 100% of units must provide RV parking.
      - Greater then 4.5-8 units per acre: 15% of units must provide RV parking.
   ii. RV parking may be provided in any of the following methods:
      - On an individual lot by maintaining a minimum 12 ft. unobstructed side yard setback area.
      - Within an individual neighborhood/project with separate designated parking spaces for RVs in common areas.
      - RV parking facilities may be located off-site within the boundaries of the City of Chino, subject to approval by the Director of Community Development, provided that such facilities have space to accommodate RVs at the ratio required for this land use designation. Such facilities may be provided through a market-rate, for-profit business if the Director of Community Development determines that the applicant/developer has made adequate arrangements to insure such RV spaces will be made available to residents of the development project in question, and that such arrangements include adequate provisions giving first priority to project residents over other potential RV space renters.
3. Garage placement. The intent of the garage placement options is to create a variety in the street scene. Any repetition or excess of use of one garage placement option is not permitted. The impact of repetitive street-front garages on residential neighborhoods can be reduced by 1) varying the garage placement mix within a neighborhood plotting

plan, 2) varying the garage door appearance, 3) varying the garage placement from plan to plan, and 4) buffering the view impact of garages and doors by adding optional garage treatments that occur forward of the garage.

i. Vary garage placement within neighborhood plotting plan:
   - Vary garage placement whenever possible by alternating front setbacks.
   - Alternate plans with different garage types when plotting adjacent homes.

ii. Vary garage door appearance:
   - Vary garage door pattern, windows and/or color as appropriate to individual architectural styles.
   - Where possible, use two single doors instead of a large one.
   - Additional garage treatments are encouraged to buffer direct view of the garage door.

iii. Vary garage placement from plan to plan. All detached residential units that have garage units on the street must provide a minimum of two of the following five garage placements in each single family detached home neighborhood (exception - all alley loaded):
   - Shallow recessed. All front facing garages shall be located a minimum of 5 feet behind the front elevation/ living space. But in no event the garage will be placed closer than 18 feet from property line. Additional garage treatments are encouraged to further reduce the impact of the garage door.
   - Mid recessed. Design plans that place the garage at varied locations. Mid recessed garages are located 10 feet or more behind the front elevation/living space.
   - Deep recessed (may be detached). Deep recessed garages are located 20 feet or more behind the front elevation/living space.

- Corner with side street entry (may be detached). This garage placement allows the option of entering from the side street, thereby eliminating the garage and driveway from the front face of the house.
- Garage forward – limited to a maximum of 30% for front facing and 33% for swing-in (i.e. parallel to the street) of units in each neighborhood (or 1 plan per development). This includes front facing or swing-in garages located forward of living space. (Exception-see 'Combined Alley and Front-Facing Garages' below).
  - Forward Swing-In Garage. This garage placement is limited to 40% of homes in single-family detached neighborhoods. Swing-in garages greatly reduce the impact of garage door faces on the streetscape. The resulting front-facing garage wall shall be articulated with the same level of detail as the front façade of the home including windows, trim, etc. Swing-in garages are prohibited on lots less than 53' wide. Swing-in garage doors shall be recessed a minimum of 12" behind the garage wall plane.
  - Forward Front facing Garage. This garage placement is limited to 33% of homes in single-family detached neighborhoods. (See individual garage type descriptions for exceptions) The minimum garage setbacks (as stated in the "Setbacks" section of this document) shall be maintained. Garage doors located forward of the front living space shall be recessed a minimum of 12" behind the garage wall plane.
- Note: If Shallow-Recessed or Mid-Recessed are selected as one of the options, then the other option

has to be either Deep-Recessed, Corner with Side Entry, or a Garage Forward option.

iv. Combined Alley and Front Facing Garages. In individual neighborhoods where two product types are combined using alley and conventional front facing garages together, a maximum of 50% of garages may be located forward of the architecture excepting those that are visible, front or side-on, from public streets. Those visible from public streets shall comply with the otherwise standard 30% maximum garage forward requirement. (See "Vary Garage Placement from plan to plan" above for this requirement).

v. Detached Garages. Detached garages include deep recessed, corner with side street entry and alley loaded. Detached garages are located toward the rear of the lot behind the primary structure. They are enhanced by applying the same details found on the home. Where front-facing, long driveways should be improved by adding texture, pattern or a 'ribbon' driveway.

vi. Three or Four Car Garage Placement:
   - Tandem Garage. Constructing the additional car spaces in tandem behind the standard 2-car garage door can reduce the impact on the neighborhood streetscape for three or four car garage.
   - 3-Car Garage Requirements. 3-car garages are limited to:
     - One plan per neighborhood plan package for front facing garages only.
     - Lots that are 7,000 SF or 55 ft. wide or greater.
     - All other standard garage requirements.
     - Only two of the three garage doors may face the front of the house.
   - 4-car Garages. 4-car garages are limited to:
     - One plan per neighborhood plan package.

- Lots that are 7,000 SF or 55 ft. wide or greater.
- Only two of the four garage doors may face the front of the house.
- All other standard garage requirements.

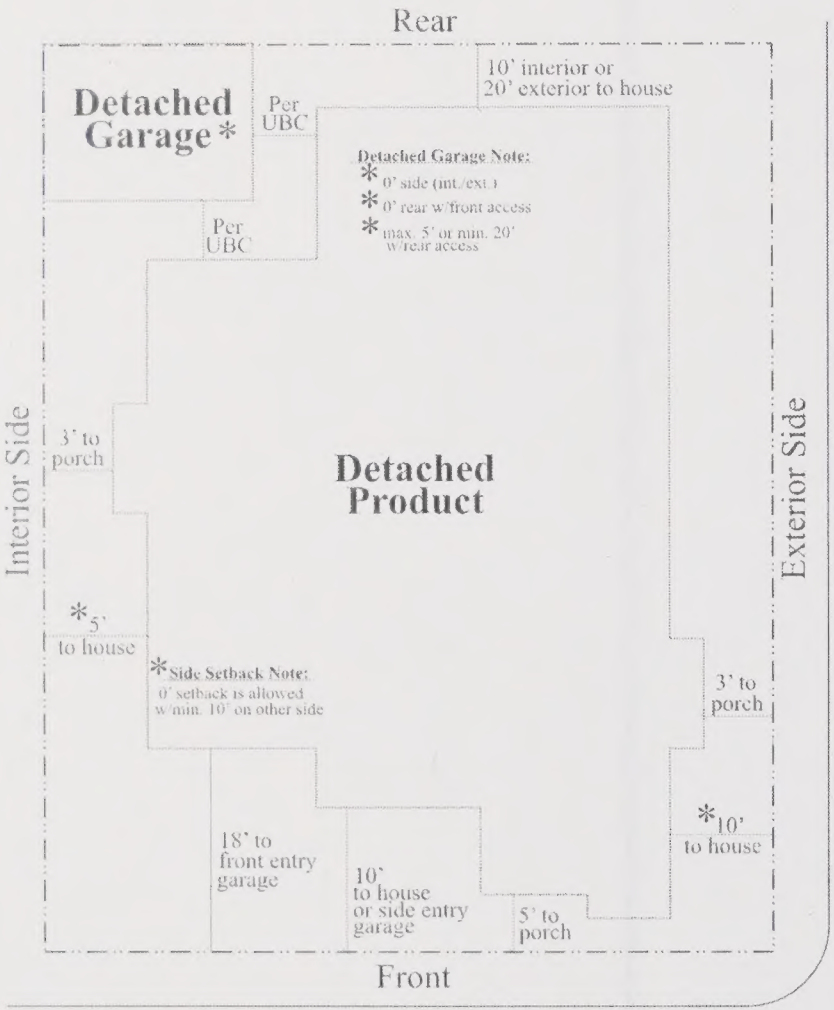
vii. Other Garage Treatments:
- Porte Cochere and Garage Door Screening Elements are highly encouraged to reduce or buffer the direct view of garages and garage doors from the sidewalk or street.
- Porte Cochere. A recessed garage plan with a port cochere creates an additional, partially covered, parking space and an occasional outdoor private space.
- Garage Door Screening Elements. Install elements such as attached trellises beneath garage roof fascias and/or above garage door header trims. Span the driveway forward of the garage with a gated element or detached overhead trellis.

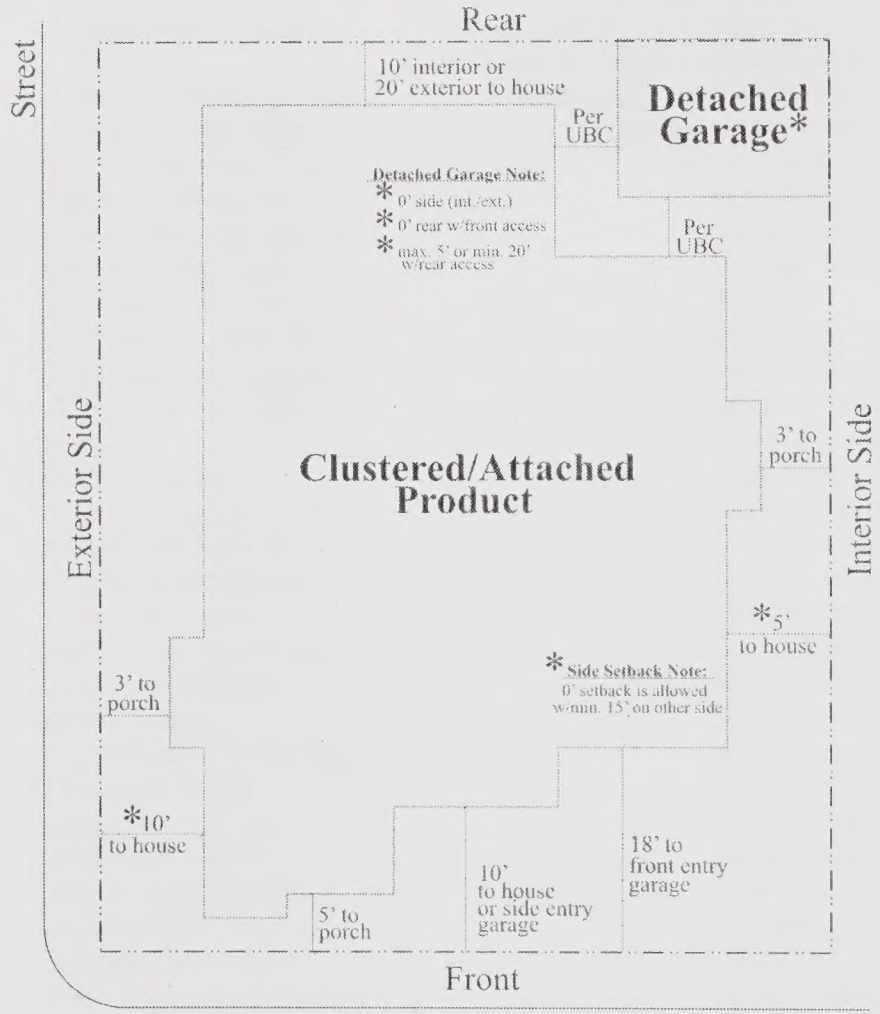
viii. The following are other potential alternative garage placements:
- Alley loaded garages.
- Split garages 1 & 1 with one space front-loaded and one rear loaded.
- Courtyards or driveways providing multiple unit access (does not include "flag" lot access)
- Straight-in 2 garages with 2 single car garage doors recessed a minimum of 8 inches from the adjacent wall plane with landscaping in the driveway.
- Neighborhood design utilizing short block lengths (less than 10 homes in a row) or other solutions to break-up long rows of garages fronting on the street.
- Access from alleys or private driveways shall meet the intent of this requirement.
- Other innovative solutions shall be considered to meet the intent of alternative garage placements with

the approval of the Director of Community Development.

ix. Roll-up garage doors with automatic openers are required for all driveways having a depth of less than 18 ft., including alley-loaded garages.

LOW-DENSITY SETBACKS





NOT TO SCALE

Note: Does not depict all development standards, only setbacks. These Figures are not intended to depict the actual building footprints and forms but instead the area within which structures may be developed.

Medium Density Residential (MDR)

MDR 1 Intended Character: The Medium Density Residential Land Use Designation is intended to provide for the development of a wide range of product types, from small-lot single-family detached/attached to multi-family residential dwellings. The intent is to accommodate a multitude of product types and styles that appeal to a range of market segments, from first-time buyers, to families, to seniors. The development standards allow a variety of densities and styles yet maintain the overall limits on the total number of dwelling units. Typical products include for sale and rent detached residences, duplexes, townhomes, clustered residences, courtyard products, pocket lots, postage stamp lots (detached condominium) and condominiums. The intent is to allow a variety of lot configurations including zero lot line, "Z" lots and detached condominiums.

MDR2 Permitted Land Uses

a. Single-family residences.
b. Multi-family residences.
c. Dwelling units above garage.
d. Public parks, senior centers, community centers and similar facilities.
e. Per the "Permitted Land Uses" for the RD8 zone, Section 20.08.030 of the Zoning Ordinance.

MDR3 Uses Subject to a Special Conditional Use Permit

a. Per the "Conditionally Permitted Land Uses" for the RD8 zone, Section 20.08.030 of the Zoning Ordinance.
b. Hospitals and medical related facilities.
c. Recreational vehicle storage located in the transmission line easement overlay.

MDR4 Prohibited Uses

a. Per the "Not Permitted Land Uses" for the RD8 zone, Section 20.08.030 of the Zoning Ordinance.

MDR5 Administratively Permitted and Incidental Uses

a. As provided in the RD8 zone, Section 20.08.030 of the Zoning Ordinance.

MDR6 Development Requirements

a. Average density: 10 units per adjusted gross acre:
   1. No more than 50% of the units in any project shall be at the average density or any single density. The average density may be based on Master Plan density distributions.

Medium Density Residential

Variety in each project can be achieved by differences in: 1) lot sizes (density) and configurations; 2) variable setbacks and the relationship of the building to the lot; and 3) building elevations and architectural style within each project.

b. Density range: 8-12 units per adjusted gross acre. As stated in the performance standards, the density range can be changed to 6-14 units per acre with an approved master plan on an area of at least 60 acres.
c. Minimum net lot size:
   1. Detached products: None.
d. Minimum net project size:
   1. Detached, attached and clustered products: 5 acres.
e. Minimum lot width (determined at setback line):
   1. Single, attached and clustered products: None.
f. Minimum lot depth:
   1. Single, attached and clustered products: None.

Intent: The absence of a lot width and depth ensures flexibility and allows for a variation in the street scene. The setbacks and lot coverage standards ensure that the overall character of the land use designation is preserved.

g. Minimum front setbacks (from property line):
   1. Detached, attached and clustered products:
      i. 10 ft. for habitable structure.
      ii. 5 ft. for non-enclosed porch.
      iii. 18 ft. from property line for front-entry garage.
      iv. 5 ft. for side-entry garage as long as adequate turning radius is provided.
h. Minimum side setbacks:
   1. Detached products.
      i. 3 ft. from interior property line for habitable structures.
      ii. 10 ft. from exterior property line for habitable structures.
      iii. 3 ft. for non-enclosed porch.
      iv. 0 ft. for detached 1 to 2 car garages or 5 ft. for 3 and up car garages located in the rear half of the lot.
      v. 3 ft. from interior property line for detached garages, including habitable space above a garage, in the front half of the lot.
      vi. 10 ft. from exterior property line for detached garages.
      vii. Zero side setbacks are permitted for habitable structures with the allowance for access and drainage easements. A minimum 6 ft. setback is required for the other side yard setback. Other types of easements to allow for reciprocal use of properties may be permitted subject to the approval of

the Director of Community Development.

2. Attached and clustered products:
   i. 10 ft. from interior and exterior property line for habitable structures. 3 ft. from interior property line for duplexes.
   ii. 3 ft. for non-enclosed porch.
   iii. 0 ft. for detached 1 to 2 car garages or 5 ft. for 3 and up car garages located in the rear half of the lot. For detached garages in the front half of the lot 10 ft. from interior and exterior property lines.
   iv. Zero side lot lines are permitted for habitable structures with the allowance for access and drainage easements. A minimum 6 ft. setback is required for the other side yard setback. Other types of easements to allow for reciprocal use of properties may be permitted subject to the approval of the Director of Community Development.

i. Minimum rear setbacks:
   1. Detached products:
      i. 10 ft. from interior property line for habitable structures.
      ii. 15 ft. from exterior property line for habitable structures.
      iii. 0 ft. for detached garages with access from front of lot, except the setback for garages with habitable living space shall be the same as those listed in I and ii above.
      iv. For garages with rear access, 5 ft. or 20 ft. or more from property line.
   2. Attached and clustered products:
      i. 15 ft. from interior property line for habitable structures.
      ii. 15 ft. from exterior property line for habitable structures.
      iii. 0 ft. for detached garages with access from front of lot.
      iv. For garages with rear access, 5 ft. or 20 ft. or more from property line.

j. Maximum lot coverage (permanent structures only):
   1. Detached products: 70% lot coverage.

2. Attached and clustered products: 70% maximum site coverage.

k. Minimum landscape coverage:
   1. Detached products: None.
   2. Attached and clustered products: 30%, which may include the common open space areas.

l. Maximum building height:
   1. Detached, attached and clustered products:
      i. 40 ft., 3 stories.
      ii. 15 ft. for detached garages within 15 ft. of property lines unless associated with a secondary unit, in which case the height is 35 ft.

m. Minimum livable area:
   1. Detached products: 1,000 sq. ft.
   2. Attached and clustered products: 650 sq. ft. for one bedroom/studio and 800 sq. ft. for two or more bedrooms.

n. Minimum building separation:
   1. Detached, attached and clustered products: As required by UBC except that a minimum 10 ft. setback is required for more than 3 attached units and amenities.

o. Minimum private open space:
   1. Detached products with density of 8 units per acre or less: No specific requirement but must comply with residential design guidelines.
   2. Detached, attached and clustered products with a density of more than 8 units per acre per Section 20.08.050. (D) (4)(b and c) of the Zoning Ordinance.

p. Parking:
   1. Per Chapter 20.14 of the Zoning Ordinance with the following exception: for purposes of this Specific Plan, the multi-family parking standard of the Zoning Ordinance applies to all residential development with a density of 8 dwelling units per acre or more. The multi-family parking standard also applies when units have been clustered and the developed area of the project has a micro-density of 8 dwelling units per acre or more.

q. Performance standards:
   1. A minimum of 15% of all attached "for sale" homes within a project shall be single story (ground floor) units.
   2. Recreational Vehicle (RV) parking shall be provided in the following manner, based on project density:
      - Up to 4.5 units per acre: 100% of units must provide RV parking.

- 4.5-8 units per acre: 15% of units must provide RV parking.
- Single-family detached projects greater than 8 units per acre: 5% of units must provide RV parking.
- Multi-family projects greater than 8 units per acre: 0% of units must provide RV parking.

i. RV parking may be provided in any of the following methods:
   - On an individual lot by maintaining a minimum 12 ft. unobstructed side yard setback area.
   - Within an individual neighborhood/project with separate designated parking spaces for RVs in common areas. RV parking that is located off-site is subject to approval of the Director of Community Development provided the applicant demonstrates that there is adequate space to accommodate the RVs of future residents. Such facilities may be provided through a market-rate, for-profit business if the Director of Community Development determines that the applicant/developer has made adequate arrangements to insure such RV spaces will be made available to residents of the development project in question, and that such arrangements include adequate provisions giving first priority to project residents over other potential RV space renters

3. Garage placement. The intent of the garage placement options is to create a variety in the street scene. Any repetition or excess of use of one garage placement option is not permitted. The impact of repetitive street-front garages on residential neighborhoods can be reduced by 1) varying the garage placement mix within a neighborhood plotting plan, 2) varying the garage door appearance, 3) varying the garage placement from plan to plan, and 4) buffering the view impact of garages and doors by adding optional

garage treatments that occur forward of the garage.

i. Vary garage placement within neighborhood plotting plan:
   - Vary garage placement whenever possible by alternating front setbacks.
   - Alternate plans with different garage types when plotting adjacent homes.

ii. Vary garage door appearance:
   - Vary garage door pattern, windows and/or color as appropriate to individual architectural styles.
   - Where possible, use two single doors instead of a large one.
   - Additional garage treatments are encouraged to buffer direct view of the garage door.

iii. Vary garage placement from plan to plan. All detached residential units that have garage units on the street must provide a minimum of two of the following five garage placements in each single family detached home neighborhood (exception - all alley loaded):
   - Shallow recessed. All front facing garages shall be located a minimum of 5 feet behind the front elevation/ living space. But in no event the garage will be placed closer than 18 feet from property line. Additional garage treatments are encouraged to further reduce the impact of the garage door.
   - Mid recessed. Design plans that place the garage at varied locations. Mid recessed garages are located 10 feet or more behind the front elevation/living space.
   - Deep recessed (may be detached). Deep recessed garages are located 20 feet or more behind the front elevation/living space.
   - Corner with side street entry (may be detached). This garage placement allows the option of entering from the side street, thereby eliminating the garage

and driveway from the front face of the house.

- Garage forward – limited to a maximum of 30% for front facing and 33% for swing-in (i.e., parallel to the street) of units in each neighborhood (or 1 plan per development). This includes front facing or swing-in garages located forward of living space. (Exception-see 'Combined Alley and Front-Facing Garages' below).
  - Forward Swing-In Garage. This garage placement is limited to 40% of homes in single-family detached neighborhoods. Swing-in garages greatly reduce the impact of garage door faces on the streetscape. The resulting front-facing garage wall shall be articulated with the same level of detail as the front façade of the home including windows, trim, etc. Swing-in garages are prohibited on lots less than 53' wide. Swing-in garage doors shall be recessed a minimum of 12" behind the garage wall plane.
  - Forward Front facing Garage. This garage placement is limited to 33% of homes in single-family detached neighborhoods. (See individual garage type descriptions for exceptions) The minimum garage setbacks (as stated in the "Setbacks" section of this document) shall be maintained. Garage doors located forward of the front living space shall be recessed a minimum of 12" behind the garage wall plane.
- Note: If Shallow-Recessed or Mid-Recessed are selected as one of the options, then the other option has to be either Deep-Recessed, Corner with Side Entry, or a Garage Forward option.

iv. Combined Alley and Front Facing Garages. In individual neighborhoods where two product types

are combined using alley and conventional front facing garages together, a maximum of 50% of garages may be located forward of the architecture excepting those that are visible, front or side-on, from public streets. Those visible from public streets shall comply with the otherwise standard 30% maximum garage forward requirement. (See "Vary Garage Placement from plan to plan" above for this requirement).

v. Detached Garages. Detached garages include deep recessed, corner with side street entry and alley loaded. Detached garages are located toward the rear of the lot behind the primary structure. They are enhanced by applying the same details found on the home. Where front-facing, long driveways should be improved by adding texture, pattern or a 'ribbon' driveway.

vi. Three or Four Car Garage Placement:
   - Tandem Garage. Constructing the additional car spaces in tandem behind the standard 2-car garage door can reduce the impact on the neighborhood streetscape for three or four car garage.
   - 3-Car Garage Requirements. 3-car garages are limited to:
     - One plan per neighborhood plan package for front facing garages only.
     - Lots that are 7,000 SF or 55 ft. wide or greater.
     - All other standard garage requirements.
     - Only two of the three garage doors may face the front of the house.
   - 4-car Garages. 4-car garages are limited to:
     - One plan per neighborhood plan package for front facing garages only.
     - Lots that are 7,000 SF or 55 ft. wide or greater.
     - Only two of the four garage doors may face the front of the house.

- All other standard garage requirements.

vii. Other Garage Treatments:
- Porte Cochere and Garage Door Screening Elements are highly encouraged to reduce or buffer the direct view of garages and garage doors from the sidewalk or street.
- Porte Cochere. A recessed garage plan with a port cochere creates an additional, partially covered, parking space and an occasional outdoor private space.
- Garage Door Screening Elements. Install elements such as attached trellises beneath garage roof fascias and/or above garage door header trims. Span the driveway forward of the garage with a gated element or detached overhead trellis.

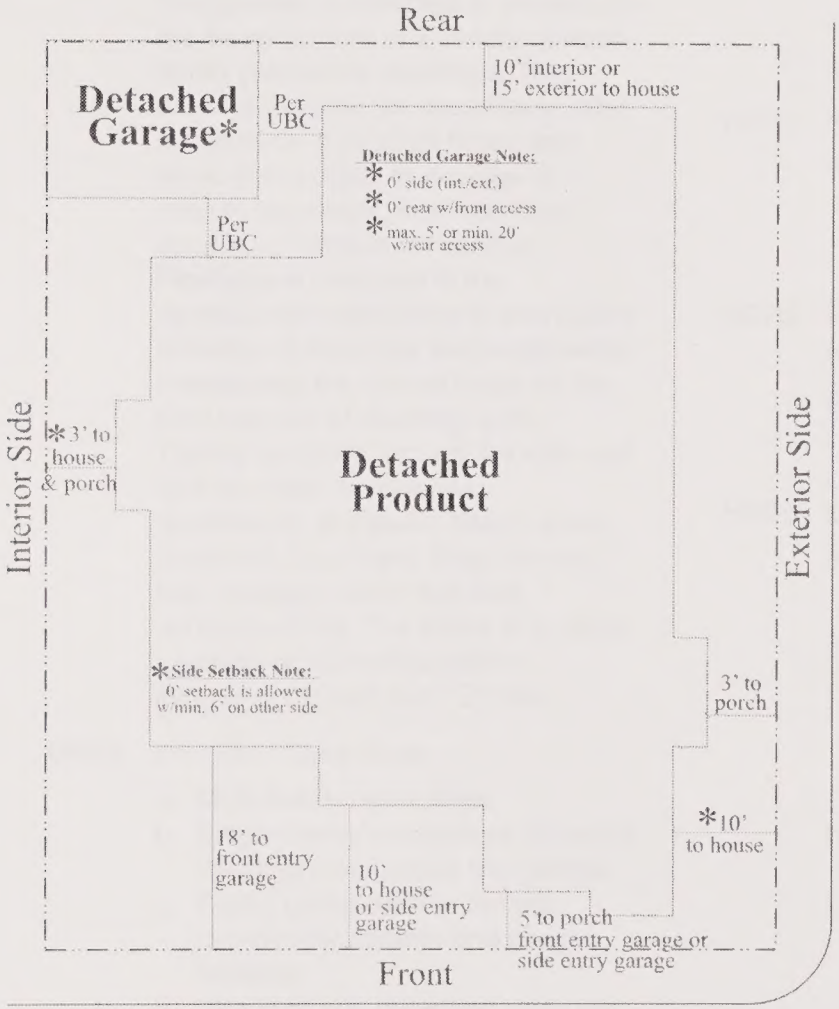
viii. The following are other potential alternative garage placements:
- Alley loaded garages.
- Split garages 1 & 1 with one space front-loaded and one rear loaded.
- Courtyards or driveways providing multiple unit access (does not include "flag" lot access)
- Straight-in 2 garages with 2 single car garage doors recessed a minimum of 8 inches from the adjacent wall plane with landscaping in the driveway.
- Neighborhood design utilizing short block lengths (less than 10 homes in a row) or other solutions to break-up long rows of garages fronting on the street.
- Access from alleys or private driveways shall meet the intent of this requirement.
- Other innovative solutions shall be considered to meet the intent of alternative garage placements with the approval of the Director of Community Development.

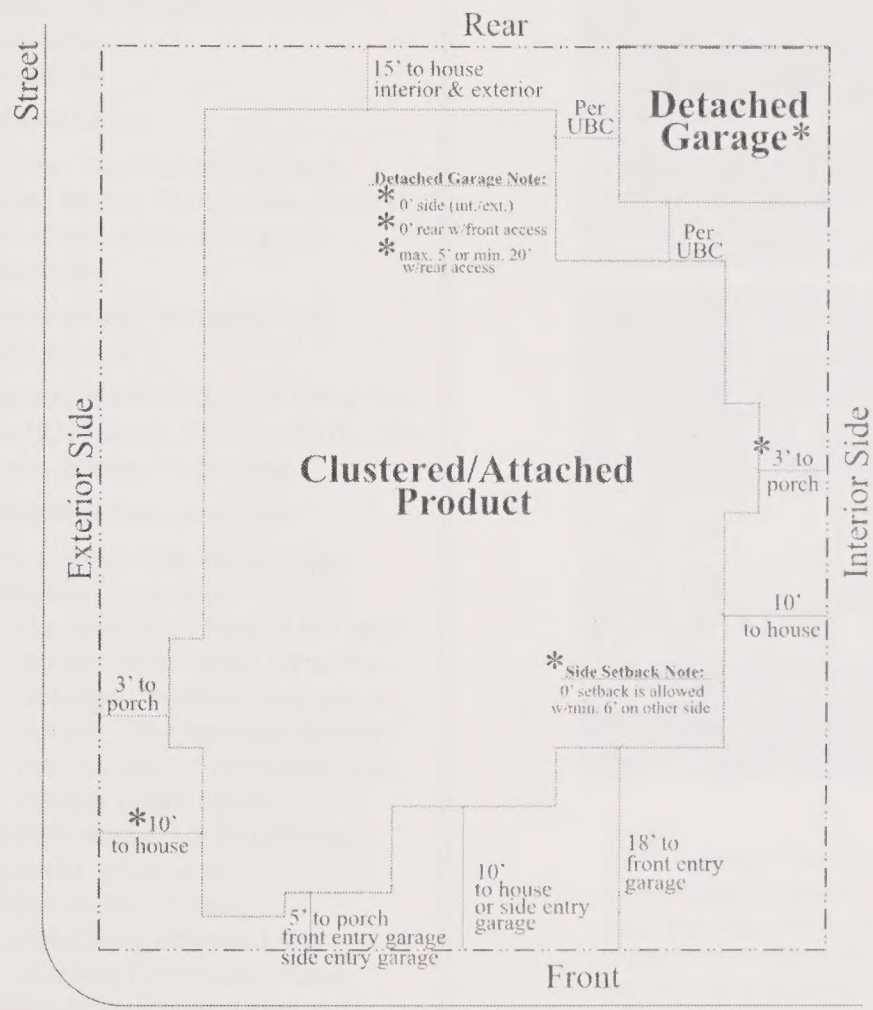
ix. Roll-up garage doors with automatic openers are required for all driveways

with a depth of less than 18 ft., including alley-loaded garages.

4. With approval of a master plan, as described in the Administration section of this plan, the density range may be broadened from 8 to 12 units per acre to 6 to 14 units per acre. However, the average density (10 units per acre) must be maintained. In order to be considered for this option, the project must be a minimum of 60 acres.

MEDIUM-DENSITY SETBACKS





NOT TO SCALE

Note: Does not depict all development standards, only setbacks. These Figures are not intended to depict the actual building footprints and forms but instead the area within which structures may be developed.

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High Density Residential (HDR)

HDR1 Intended Character: The High Density Residential Land Use Designation is intended to provide for the development of a variety of multi-family residential dwellings. The intent is to allow the flexibility to offer a multitude of product types and styles that appeal to a range of market segments, from first-time buyers, to families, to seniors. Flexibility is provided in the development standards to both allow a variety of densities and styles while maintaining the overall limits on the total number of dwelling units. Typical products include for sale and rent attached residences, apartments, duplexes, townhomes, clustered, courtyard, flats, pocket lots, postage stamp lots and condominiums. The intent is to allow a variety of lot configurations including zero lot line, "Z" lots.

HDR2 Permitted Land Uses

a. Multi-family residences.
b. Single-family residences including dwelling units above the garage.
c. Public parks, senior centers, community centers and similar facilities.
d. Attached and detached units per the "Permitted Land Uses" for the RD12 zone, Section 20.08.030 of the Zoning Ordinance.

HDR3 Uses Subject to a Special Conditional Use Permit

a. Per the "Conditionally Permitted Land Uses" for the RD12 zone, Section 20.08.030 of the Zoning Ordinance.
b. Hospitals.

HDR4 Prohibited Uses

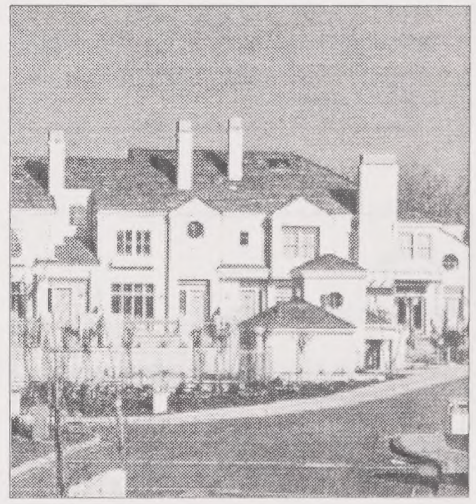
a. Per the "Not Permitted Land Uses" for the RD12 zone, Section 20.08.030 of the Zoning Ordinance.

HDR5 Administratively Permitted and Incidental Uses

a. Per the "Permitted Land Uses" for the RD12 zone, Section 20.08.030 of the Zoning Ordinance.

HDR6 Development Requirements

a. Average density: 16 units per adjusted gross acre:
   1. No more than 50% of the units in any project shall be at the average density or any single density. The average density may be based on master plan density distributions.
b. Density range: 12-20 units per adjusted gross acre.
c. Minimum net lot size:
   1. Detached, attached and clustered products: None.
d. Minimum net project size:
   1. Detached, attached and clustered products: 3 acres.



Variety in each project can be achieved by differences in: 1) lot sizes (density) and configurations, 2) the relationship of the building to the lot, and 3) building elevations within each project.

Exterior Property Line. The property line adjacent to any public right-of-way, such as a street (AKA Street Side Property Line).

Interior Property Line. The property line adjacent to another lot.

Perimeter Property Line. The property line surrounding a multifamily or clustered project.

Measuring Lot Width

Lot width in The Preserve is measured at the front setback line.

e. Minimum lot width (determined at setback line):
   1. Detached, attached and clustered products: None.

f. Minimum lot depth:
   1. Detached, attached and clustered products: None.

g. Minimum front setbacks (from property line):
   1. Detached, attached and clustered products:
      i. 10 ft. for habitable structure.
      ii. 5 ft. for non-enclosed porch.
      iii. Maximum 5 ft. or greater than 18 ft. from property line for front-entry garage.
      iv. 3 ft. for side-entry garage as long as adequate turning radius is provided.

h. Minimum side setbacks:
   1. Detached products:
      i. 3 ft. from interior property line for habitable structures and detached garages in front half of the lot.
      ii. 10 ft. from exterior property line for habitable structures and detached garages in front half of the lot.
      iii. 3 ft. for non-enclosed porch.
      iv. 0 ft. for detached 1 to 3 car garages or 3 ft. for 4 or more car garages.
      v. Zero side lot lines are permitted for habitable structures with the allowance for access and drainage easements. A minimum 6 ft. setback is required for the other side yard setback. Other types of easements to allow for reciprocal use of properties may be permitted subject to the approval of the Director of Community Development.
   2. Attached and clustered products:
      i. 15 ft. from interior property line for habitable structures and detached garages in front half of the lot. 3 ft. from interior property line for duplexes or triplexes.
      ii. 10 ft. from exterior property line for habitable structures and detached garages in front half of the lot.
      iii. 15 ft. for non-enclosed porch.

i. Minimum rear setbacks:
   1. Detached products:
      i. 10 ft. from interior property line for habitable structures.
      ii. 15 ft. from exterior property line for habitable structures.

iii. 0 ft. for detached garages with access from front of lot.
iv. For garages with rear access, 5 ft. or 20 ft or more.

2. Attached and clustered products:
   i. 15 ft. from interior and exterior property line for habitable structures. 10 ft. from interior property line for duplexes.
   ii. 0 ft. for detached garages with access from front of lot.
   iii. For garages with rear access, 5 ft. or 20 ft or more.

j. Maximum lot coverage (permanent structures only):
   1. Detached products: 80% lot coverage.
   2. Attached and clustered products: None although projects must comply with the residential design guidelines and other guidelines that may be applicable to the site.

k. Minimum landscape coverage:
   1. Detached products: None although projects must comply with the residential design guidelines and other guidelines that may be applicable to the site.
   2. Attached and clustered products: 20%.

l. Maximum building height:
   1. Detached products:
      i. 40 ft., 3 stories.
      ii. 15 ft. for detached garages within 15 ft. of property lines unless associated with a dwelling unit, in which case the height is 35 ft.
   2. Attached and clustered products:
      i. 45 ft., 3 stories plus a loft.
      ii. 15 ft. for detached garages within 15 ft. of property lines unless associated with a secondary unit, in which case the height is 35 ft.

m. Minimum livable area:
   1. Detached products: 1,000 sq. ft.
   2. Attached and clustered products: 650 sq. ft. for one bedroom/studio and 800 sq. ft. for two or more bedrooms.

n. Minimum building separation:
   1. Detached, attached and clustered products: As required by UBC except a 10 ft. minimum separation is required for buildings with 3 or more dwelling units.

o. Minimum private open space:
   1. Detached products: Not applicable.

2. Attached and clustered products:
   i. Per Section 20.08.050. (D)(4)(b and c) of the Zoning Ordinance.

p. Parking:
   1. Per Chapter 20.14 of the Zoning Ordinance with the following exception: for the purposes of this Specific Plan, the multi-family parking standard of the Zoning Ordinance applies to all residential development with a density of 8 dwelling units per acre or more. The multi-family parking standard also applies when units have been clustered and the developed area of the project has a micro-density of 8 dwelling units per acre or more.

q. Performance standards:
   1. Recreational Vehicle (RV) parking shall be provided in the following manner, based on project density:
      - Up to 4.5 units per acre: 100% of units must provide RV parking.
      - 4.5-8 units per acre: 15% of units must provide RV parking.
      - Single-family detached projects greater than 8 units per acre: 5% of units must provide RV parking.
      - Multi-family projects greater than 8 units per acre: 0% of units must provide RV parking.

   i. RV parking may be provided in any of the following methods:
      - On an individual lot by maintaining a minimum 12 ft. unobstructed side yard setback area.
      - Within an individual neighborhood/project with separate designated parking spaces for RVs in common areas. RV parking that is located off-site is subject to approval of the Director of Community Development provided the applicant demonstrates that there is adequate space to accommodate the RVs of future residents. Such facilities may be provided through a market-rate, for-profit business if the Director of Community Development determines that the applicant/developer has made adequate

arrangements to insure such RV spaces will be made available to residents of the development project in question, and that such arrangements include adequate provisions giving first priority to project residents over other potential RV space renters

2. Garage placement. The intent of the garage placement options is to create a variety in the street scene. Any repetition or excess of use of one garage placement option is not permitted. The impact of repetitive street-front garages on residential neighborhoods can be reduced by 1) varying the garage placement mix within a neighborhood plotting plan, 2) varying the garage door appearance, 3) varying the garage placement from plan to plan, and 4) buffering the view impact of garages and doors by adding optional garage treatments that occur forward of the garage.
   i. Vary garage placement within neighborhood plotting plan:
      - Vary garage placement whenever possible by alternating front setbacks.
      - Alternate plans with different garage types when plotting adjacent homes.
   ii. Vary garage door appearance:
      - Vary garage door pattern, windows and/or color as appropriate to individual architectural styles.
      - Where possible, use two single doors instead of a large one.
      - Additional garage treatments are encouraged to buffer direct view of the garage door.
   iii. Vary garage placement from plan to plan. All detached residential units that have garage units on the street must provide a minimum of two of the following five garage placements in each single family detached home neighborhood (exception - all alley loaded):
      - Shallow recessed. All front facing garages shall be located a minimum of 5 feet behind the front

elevation/ living space. But in no event the garage will be placed closer than 18 feet from property line. Additional garage treatments are encouraged to further reduce the impact of the garage door.

- Mid recessed. Design plans that place the garage at varied locations. Mid recessed garages are located 10 feet or more behind the front elevation/living space.
- Deep recessed (may be detached). Deep recessed garages are located 20 feet or more behind the front elevation/living space.
- Corner with side street entry (may be detached). This garage placement allows the option of entering from the side street, thereby eliminating the garage and driveway from the front face of the house.
- Garage forward – limited to a maximum of 30% for front facing and 33% for swing-in (i.e., parallel to the street) of units in each neighborhood (or 1 plan per development). This includes front facing or swing-in garages located forward of living space. (Exception-see 'Combined Alley and Front-Facing Garages' below).
  - Forward Swing-In Garage. This garage placement is limited to 40% of homes in single-family detached neighborhoods. Swing-in garages greatly reduce the impact of garage door faces on the streetscape. The resulting front-facing garage wall shall be articulated with the same level of detail as the front façade of the home including windows, trim, etc. Swing-in garages are prohibited on lots less than 53' wide. Swing-in garage doors shall be recessed a minimum of 12" behind the garage wall plane.
  - Forward Front facing Garage. This garage

placement is limited to 33% of homes in single-family detached neighborhoods. (See individual garage type descriptions for exceptions) The minimum garage setbacks (as stated in the "Setbacks" section of this document) shall be maintained. Garage doors located forward of the front living space shall be recessed a minimum of 12" behind the garage wall plane.

- Note: If Shallow-Recessed or Mid-Recessed are selected as one of the options, then the other option has to be either Deep-Recessed, Corner with Side Entry, or a Garage Forward option.

iv. Combined Alley and Front Facing Garages. In individual neighborhoods where two product types are combined using alley and conventional front facing garages together, a maximum of 50% of garages may be located forward of the architecture excepting those that are visible, front or side-on, from public streets. Those visible from public streets shall comply with the otherwise standard 30% maximum garage forward requirement. (See "Vary Garage Placement from plan to plan" above for this requirement).

v. Detached Garages. Detached garages include deep recessed, corner with side street entry and alley loaded. Detached garages are located toward the rear of the lot behind the primary structure. They are enhanced by applying the same details found on the home. Where front-facing, long driveways should be improved by adding texture, pattern or a 'ribbon' driveway.

vi. Three or Four Car Garage Placement:

- Tandem Garage. Constructing the additional car spaces in tandem behind the standard 2-car garage door can reduce the impact on the neighborhood

streetscape for three or four car garage.

- 3-Car Garage Requirements. 3-car garages are limited to:
  - One plan per neighborhood plan package for front facing garages only.
  - Lots that are 7,000 SF or 55 ft. wide or greater.
  - All other standard garage requirements.
  - Only two of the three garage doors may face the front of the house.
- 4-car Garages. 4-car garages are limited to:
  - One plan per neighborhood plan package fro front facing garages only.
  - Lots that are 7,000 SF or 55 ft. wide or greater.
  - Only two of the four garage doors may face the front of the house.
  - All other standard garage requirements.

vii. Other Garage Treatments:

- Porte Cochere and Garage Door Screening Elements are highly encouraged to reduce or buffer the direct view of garages and garage doors from the sidewalk or street.
- Porte Cochere. A recessed garage plan with a port cochere creates an additional, partially covered, parking space and an occasional outdoor private space.
- Garage Door Screening Elements. Install elements such as attached trellises beneath garage roof fascias and/or above garage door header trims. Span the driveway forward of the garage with a gated element or detached overhead trellis.

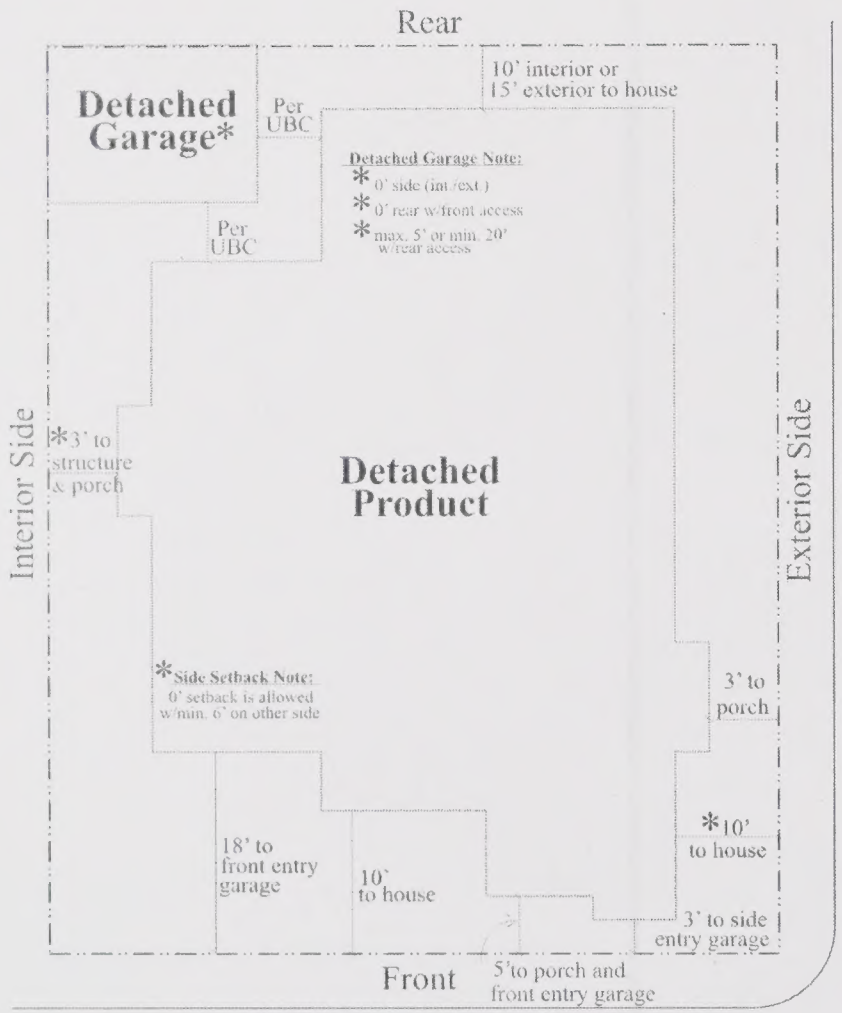
viii. The following are other potential alternative garage placements:

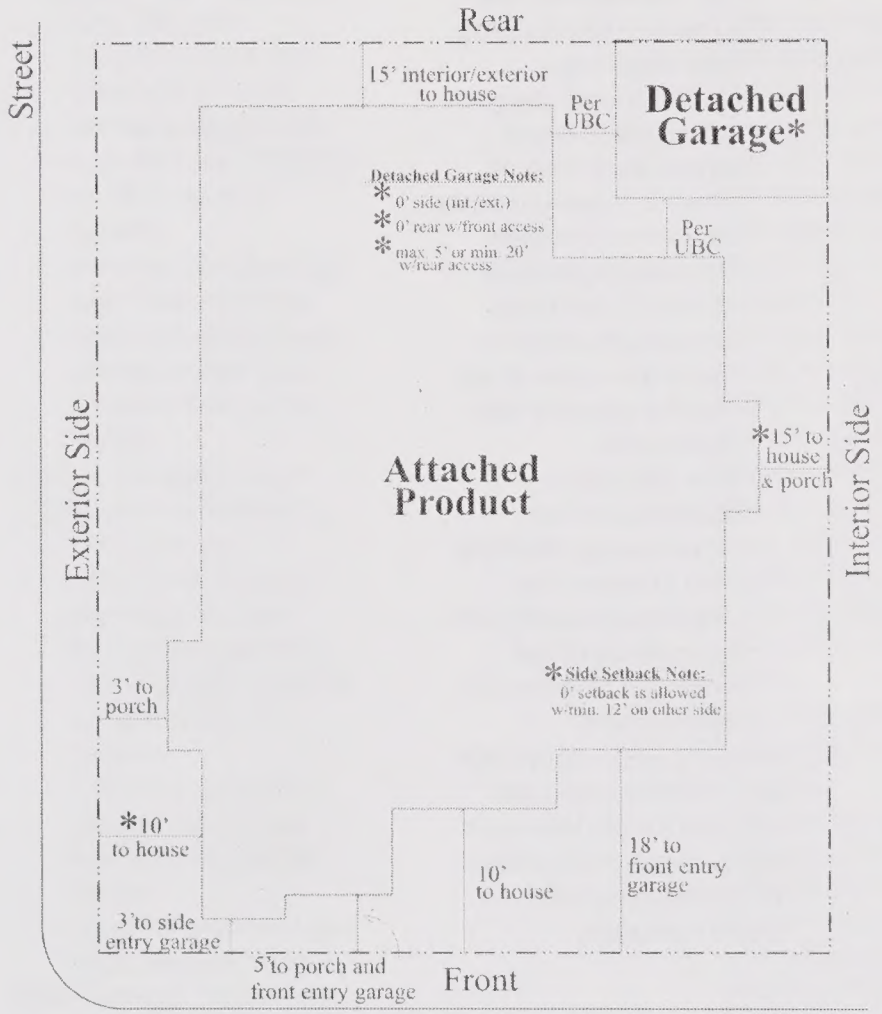
- Alley loaded garages.
- Split garages 1 & 1 with one space front-loaded and one rear loaded.
- Courtyards or driveways providing multiple unit access (does not include "flag" lot access)

- Straight-in 2 garages with 2 single car garage doors recessed a minimum of 8 inches from the adjacent wall plane with landscaping in the driveway.
- Neighborhood design utilizing short block lengths (less than 10 homes in a row) or other solutions to break-up long rows of garages fronting on the street.
- Access from alleys or private driveways shall meet the intent of this requirement.
- Other innovative solutions shall be considered to meet the intent of alternative garage placements with the approval of the Director of Community Development.

ix. Roll-up garage doors with automatic openers are required for all driveways with a depth of less than 18 ft., including alley-loaded garages.

HIGH-DENSITY SETBACKS





NOT TO SCALE

Note: Does not depict all development standards, only setbacks. These Figures are not intended to depict the actual building footprints and forms but instead the area within which structures may be developed.

General Residential Requirements

The following regulations apply to all residential land use districts and projects except as modified by this Specific Plan. The following equivalent zone districts of the Zoning Ordinance shall correspond to land use designations in The Preserve Specific Plan:

- ER=RD2
- LDR=RD 4.5
- MDR=RD 8
- HDR=RD 12

The requirements of the zone districts shall apply to equivalent land use designations in The Preserve Specific Plan except as otherwise specified.

GRD1 Development Regulations per Section 20.08.050 of the Zoning Ordinance include:

a. Exceptions to General Regulations, Section 20.08.050 (B).
b. General design requirements, Section 20.08.050(C).
c. Development regulations for specific uses, Section 20.08.050(D).

GRD2 Land Use Regulations per Section 20.08.040 of the Zoning Ordinance, specifically including:

a. General requirements.
b. Requirements for specific uses.
c. Table 20.08.4 of the Zoning Ordinance.
d. Development regulations for accessory buildings or structures.
e. Chapter 20.13, Walls, Fences and Obstructions, as applicable to residential development.

GRD3 Density Bonus/Affordable Housing

a. Per Section 20.08.070 of the Zoning Ordinance.

GRD4 Home Finding Center(s).

Home Finding Centers are long-term, but temporary, home sales centers. These are not models but an office used for assistance and sales. Home Finding Centers are permitted administratively with approval by the Director of Community Development during review of tract maps. The duration, location, required parking and landscaping shall be determined during this review. Upon closure, Home Finding Centers are required to revert to the underlying land use per the approved tract maps.

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Business Designations

There are four business and employment related land use designations in The Preserve: Neighborhood Commercial, Regional Commercial, Light Industrial and Airport Related. Each land use designation includes a description of the intended character, allowable uses, intensity and development standards, as summarized on Table 4.

The business realted land use designations allow a wide range of intensities in order to encourage an exciting mixture of uses and ensure the long-term viability of The Preserve. To ensure this variety, a number of innovative tools are used in the development plan.

TABLE 4
BUSINESS AND PUBLIC FACILITIES DEVELOPMENT REQUIREMENTS [1]

Land Use Designation	*Neighborhood Commercial*	*Regional Commercial*	*Airport Related*	*Light Industrial*	*Public Facilities* [2]	*Community Core*
Development Requirements						

Average Intensity/Density:
• Mixed Projects
  • Light Industrial component
  • Business Park/Office component
  • Commercial component
  • Hotel component
  • Residential component
	• .25 FAR	• .25 FAR	• .45 FAR
			• .35 FAR
			• .25 FAR
			• .35 FAR
				• .45 FAR		• .4 FAR
						• .3 FAR
						• 16 du/ac. [5]

Minimum lot size	3 acres	None [9]	Per the M1 Zone, Section 20.10 [6]	Per the M1 Zone, Section 20.10 [6]	None	None
Minimum project size	3 acres	None [9]	5 acres	5 acres	None	None

Minimum front, side and rear setbacks [7 8]	• None, except:
	  • 25 ft. from street
	  • 10 ft. from residential
	  • Per UBC
		Per table 20.09.2 [3,6]	• 25 ft. front
			• 0 ft. interior side and rear
			• 25 ft. exterior side and rear
				• 25 ft. front
				• 0 ft. interior side and rear
				• 25 ft. exterior side and rear
						• Maximum 0 ft. from front property line [4]
						• No minimum side and rear setbacks.

Maximum Building Height: • Habitable Structures • Non-Habitable Structures or Architectural Details • Within 30 ft. of residential property • Within 50 ft. of residential property • Within 100 ft. of residential property • Single use structure • Residential units mixed w/non-residential	• 25 ft. • 25 ft. • 25 ft.	• 45 ft. • 65 ft. • 40 ft.	• 45 ft. • 65 ft. • 40 ft.	• 45 ft. • 65 ft. • 40 ft.		• 45 ft. • 55 ft.

TABLE 4
BUSINESS AND PUBLIC FACILITIES DEVELOPMENT REQUIREMENTS [1]

Land Use Designation	Neighborhood Commercial	Regional Commercial	Airport Related	Light Industrial	Public Facilities [2]	Community Core
Development Requirements						
Minimum Landscape Coverage	15%	15%	15%	15%		None.
Parking	Per Chapter 20.14 [6]	Per Chapter 20.14 [6]	Per Chapter 20.14 [6]	Per Chapter 20.14 [6]	Per Chapter 20.14 [6]	Per Chapter 20.14 [6]
Walls/Fences	Per Chapter 20.13 [6]	Per Chapter 20.13 [6]	Per Chapter 20.13 [6]	Per Chapter 20.13 [6]	Per Chapter 20.13 [6]	Per Chapter 20.13 [6]

[1] Summary only. Does not include all standards. See the Specific Plan text for complete standards.
[2] Any proposed development shall be evaluated by the City on a case-by-case basis. Projects shall be evaluated for the impacts to surrounding uses in terms of noise, odors, light penetration, aesthetics, traffic and parking. It is the discretion of the Director of Community Development if a Special Conditional Use Permit is required based upon the scale of the project and potential impacts.
[3] Unless modified through an approved Master Plan.
[4] Unless public space is provided. Does not preclude the use of recesses for entryways, windows and dining areas.
[5] Residential development is subject to the development regulations of the HDR designation.
[6] Chapter in the Zoning Ordinance.
[7] See Specific Plan text for drive aisle setbacks.
[8] Setbacks may vary if adjacent to residential uses. See the Specific Plan text for details.
[9] A Master Plan is required for the entire Regional Commercial designated area. See the text of the Regional Commercial land use designation.

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Neighborhood Commercial (NC)

NC1 Intended Character: The Neighborhood Commercial Land Use Designation is intended to provide for the retail commercial, office and service needs of the community. The Neighborhood Commercial designation is intended to accommodate small-scale centers or freestanding buildings that are designed to minimize impacts on adjacent residential uses and to complement, not degrade, the physical character of adjacent residential neighborhoods.

NC2 Permitted Land Uses

a. Per the "Permitted Land Uses" for the Neighborhood Convenience Center (CN) zone, Section 20.09.030 of the Zoning Ordinance.

NC3 Uses Subject to a Special Conditional Use Permit

a. Per the "Conditionally Permitted Land Uses" for the CN designation of Section 20.09.030 of the Zoning Ordinance.

NC4 Prohibited Land Uses

a. Per the "Not Permitted Land Uses" for the CN zone, Section 20.09.030 of the Zoning Ordinance.

NC5 Administratively Permitted and Incidental Uses

a. As provided in the CN zone, Section 20.09.030 of the Zoning Ordinance.

NC6 Development Requirements

a. Average intensity: .25 FAR.
b. Minimum lot size: 3 acres.
c. Minimum project size: 3 acres.
d. Minimum front, side and rear setbacks:
   1. No setback except in the following circumstances:
      - 25 ft. setback from any street.
      - 10 ft. setback if adjacent to a residentially designated property (the 10 ft. area must be landscaped).
      - As necessary to conform to the Uniform Building Code.
   2. Minimum parking and drive aisle setbacks:
      - Parking stalls or drive aisle to exterior property line: 10 ft.
      - Parking stalls or drive aisle to interior side or rear property line: 5 ft.
      - Parking stall to building: 5 ft.
      - Drive aisle to building: 10 ft.
e. Maximum building height:
   1. 25 ft. for habitable and non-habitable structures and architectural details.
   2. If within 30 ft. of a residentially designated property, the maximum height shall be 25 ft.

The Floor Area Ratio (FAR)

The ratio of building area to lot area. The FAR number (e.g. 0.25) expresses the maximum amount of building square footage that can be developed on a parcel. In other words, a .25 FAR means that a maximum of 25% of the lot area can be devoted to building square footage, including second or third story floor area.

Lot Coverage
The percent of lot area covered by the footprint of all permanent structures on a lot.

f. Minimum landscape coverage: 15%.
g. Parking:
    1. Per Chapter 20.14 of the Zoning Ordinance.
h. Walls and fences:
    1. Per Chapter 20.13 of the Zoning Ordinance.
i. Performance Standards:
    1. Commercial centers and large box retail stores occupying more than 25,000 square feet shall comply with the requirements of section 20.09.050(D)(10) of the Zoning Ordinance.

Regional Commercial (RC)

RC1 Intended Character: The Regional Commercial Land Use Designation is intended to provide for regional commercial, entertainment and office uses. Development occurring within this designation should be coordinated and integrated. As detailed in the performance standards section, a master plan is required for development in the Regional Commercial area.

RC2 Permitted Land Uses

a. Big box retail.
b. Regional commercial malls.
c. Automobile dealerships (new and used) in compliance with section 20.09.050.D.1 of the Zoning Ordinance.
d. Per the "Permitted Land Uses" for the General Commercial (GC) zone, Section 20.09.030 of the Zoning Ordinance.

RC3 Uses Subject to a Special Conditional Use Permit

a. Per the "Conditionally Permitted Land Uses" for the CG zone, Section 20.09.030 of the Zoning Ordinance.

RC4 Prohibited Land Uses

a. Per the "Not Permitted Land Uses" for the CG zone, Section 20.09.030 of the Zoning Ordinance.

RC5 Administratively Permitted and Incidental Uses

a. As provided in the CG zone, Section 20.09.030 of the Zoning Ordinance.

RC6 Development Requirements

a. Average intensity: .25 FAR.
b. Minimum lot/project size: None, except a Master Plan is required for the entire area.
c. Minimum front, side and rear setbacks: as required for the Commercial General (CG) zone district in table 20.09.2 of the Zoning Ordinance unless modified through an approved master plan (see performance standards section).
d. Maximum building height:
   1. 45 ft. for habitable structures.
   2. 65 ft. for non-habitable structures and architectural details (does not include signs, which are regulated by the City's Sign Ordinance in the General Commercial zone).
   3. If located within 100 ft. of a residentially designated property, the maximum building height is 40 ft.
e. Minimum landscape coverage: 15%.

Regional Commercial

The Floor Area Ratio (FAR)

The ratio of building area to lot area. The FAR number (e.g. .25) expresses the maximum amount of building square footage that can be developed on a parcel. In other words, a .25 FAR means that a maximum of 25% of the lot area can be devoted to building square footage, including second or third story floor area.

f. Parking:
   1. Per Chapter 20.14 of the Zoning Ordinance.

g. Walls and fences:
   1. Per Chapter 20.13 of the Zoning Ordinance.

h. Performance standards:
   1. Master Plan requirement: The area designated Regional Commercial is intended to be developed as one cohesive unit. As such, any new development in the area requires submittal and approval of a detailed Master Plan for the entire site, prior to any development. The Master Plan shall be developed in accordance with the Master Plan requirements in the Administration section of this plan. The Master Plan must also address the use of the land that is located below the 566-foot dam inundation elevation. Any use of the property below the 566-foot elevation must be coordinated with the Army Corp of Engineers.

Intent: To ensure that the Regional Commercial area develop in a coordinated manner that is befitting the location at the southern entrance to the City and western entrance to The Preserve.

   2. Commercial centers and large box retail stores occupying more than 25,000 square feet in area shall comply with the requirements of section 20.09.050(D)(10) of the Zoning Ordinance.
   3. Landscaping: developments within the Regional Commercial land use designation shall comply with the landscaping requirements of the Commercial General zoning district, per the Zoning Ordinance.

Airport Related (AR)

AR1 Intended Character: The Airport Related Land Use Designation is intended to provide for a range of uses that are directly related to and/or complement the Chino Airport.

AR2 Permitted Land Uses

a. Service stations.
b. Car rental agencies.
c. Office.
d. Airplane sales and repair.
e. Research & development.
f. Travel agencies.
g. Business park.
h. Per the "Permitted Land Uses" for the Business Park (BP) and Light Industrial (M1) zones, Section 20.10.030 of the Zoning Ordinance (least restrictive zone applies).
i. Allowable uses and building design may be further restricted depending upon their location. Prior to pursuing development, parcels located within the Chino Airport Influence or the Chino Airport Overlay must refer to the Comprehensive Land Use Plan, Chino Airport, for additional information.

AR3 Uses Subject to a Special Conditional Use Permit

a. Hotels
b. Hospitals.
c. Per the "Conditionally Permitted Land Uses" for the BP and M1 zones, Section 20.10.030 of the Zoning Ordinance (least restrictive zone applies).
d. Cemeteries.
e. Car washes (includes coin operated).
f. Sales, leasing and rental of automobiles, light trucks and vans, boats and motorcycles in compliance with Section 20.10.050.D.3 of the Zoning Ordinance.
g. Kennels and catteries.
h. Allowable uses and building design may be further restricted depending upon their location. Prior to pursuing development, parcels located within the Chino Airport Influence or the Chino Airport Overlay must refer to the Comprehensive Land Use Plan, Chino Airport, for additional information.

AR4 Prohibited Land Uses

a. Per the "Not Permitted Land Uses" for the BP and M1 zones, Section 20.10.030 of the Zoning Ordinance.

AR5 Administratively Permitted and Incidental Uses

a. As provided by the BP and M1 zones, Section 20.10.030 of the Zoning Ordinance.

Airport Related

The Floor Area Ratio (FAR)

The ratio of building area to lot area. The FAR number (e.g. .25) expresses the maximum amount of building square footage that can be developed on a parcel. In other words, a .25 FAR means that a maximum of 25% of the lot area can be devoted to building square footage, including second or third story floor area.

AR6 Development Requirements

a. Average intensity:
   1. .45 FAR light industrial component.
   2. .35 FAR business park/office component.
   3. .25 FAR commercial component.
   4. .35 FAR hotel component.
b. Minimum lot size:
   1. Per the M1 zone, Section 20.10 (Table 20.10.2) of the Zoning Ordinance.
c. Minimum project size: 5 acres.
d. Minimum front setback: 25 ft.
e. Minimum interior side and rear setbacks: 0 ft. Properties that abut a residential land use designation shall provide a minimum setback of 20 ft. Additionally, a 6 ft. high masonry block wall shall be constructed at the property line. The 5 ft. nearest the wall shall consist of a landscape screen that will reach a height of at least 10 ft. These are minimums and shall be increased if necessary to adequately buffer residentially designated property.
f. Minimum exterior side and rear setbacks: 25 ft.
g. Minimum parking and drive aisle setbacks from an exterior property line:
   1. Parking stalls or drive aisle to exterior property line: 10 ft.
   2. Parking stall or drive aisle to interior side or rear property line:
      - public areas: 5 ft.
      - private areas: 0 ft.
   3. Parking stall or drive aisle to building:
      - public areas (at office/wall): 10/5 ft.
      - private areas: 0 ft.
h. Maximum building height:
   1. 45 ft. for habitable structures.
   2. 65 ft. for non-habitable structures and architectural details (does not include signs).
   3. If located within 50 ft. of a residentially designated property, the maximum habitable and non-habitable building height is 40 ft.
   4. See the Chino Airport Overlay regarding potential height limitations imposed by the Chino Airport.
i. Minimum landscape coverage: 15%.
j. Parking:
   1. Per Chapter 20.14 of the Zoning Ordinance.
k. Walls and fences:
   1. Per Chapter 20.13 of the Zoning Ordinance.
l. Performance standards:
   1. See the Chino Airport Overlay regarding potential use and development restrictions.

Light Industrial (LI)

LI1 Intended Character: The Light Industrial Land Use Designation is intended to provide for industrial uses that can be considered light in nature by reason of size, activity and performance characteristics. It is intended that this designation be used to provide for a wide variety of industrial uses that produce relatively limited volumes of traffic, noise, odors or pollutants.

LI2 Permitted Land Uses

a. Light manufacturing, assembly and processing.
b. Office.
c. Per the "Permitted Land Uses" for the M1 zone, Section 20.10.030 of the Zoning Ordinance.
d. Allowable uses and building design may be further restricted depending upon their location. Prior to pursuing development, parcels located within the Chino Airport Influence area must refer to the Chino Airport Land Use Plan for additional information.

LI3 Uses Subject to a Special Conditional Use Permit

a. Per the "Conditionally Permitted Land Uses" for the M1 zone, Section 20.10.030 of the Zoning Ordinance.
b. Car Washes (includes coin operated)
c. Sales, leasing and rental of automobiles, light trucks and vans, boats and motorcycles in compliance with Section 20.10.050.D.3 of the Zoning Ordinance.
d. Kennels and catteries.
e. Cemeteries.
f. Allowable uses and building design may be further restricted depending upon their location. Prior to pursuing development, parcels located within the Chino Airport Influence or the Chino Airport Overlay must refer to the Comprehensive Land Use Plan, Chino Airport, for additional information

LI4 Prohibited Land Uses

a. Per the "Not Permitted Land Uses" for the M1 zone, Section 20.10.030 of the Zoning Ordinance.

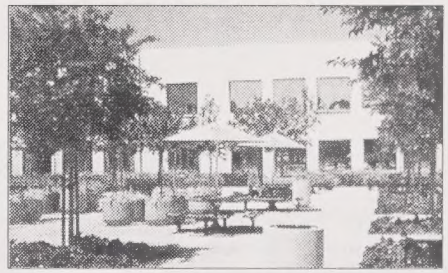
LI5 Administratively Permitted and Incidental Uses

a. As provided in the M1 zone, Section 20.10.030 of the Zoning Ordinance.

LI6 Development Requirements

a. Average intensity: .45 FAR.
b. Minimum lot area: 22, 000 sq. ft.
c. Minimum lot width: 100 ft.
d. Minimum lot depth: 120 ft.

Light Industrial



e. Minimum front setback: 25 ft.
f. Minimum rear and side setbacks: 0 ft. Properties that abut a residential land use designation shall provide a minimum setback of 20 ft. Additionally, a 6 ft. high masonry block wall shall be constructed at the property line. The 5 ft. nearest the wall shall consist of a landscape screen that will reach a height of at least 10 ft. These are minimums and shall be increased if necessary to adequately buffer residentially designated property.
g. Minimum exterior setback: 25 ft.
h. Minimum parking and drive aisle setbacks from an exterior property line:
    1. Parking stalls or drive aisle to exterior property line: 10 ft.
    2. Parking stall or drive aisle to interior side or rear property line:
        - public areas: 5 ft.
        - private areas: 0 ft.
    3. Parking stall or drive aisle to building:
        - public areas (at office/wall): 10/5 ft.
        - private areas: 0 ft.
i. Maximum building height:
    1. 45 ft. for habitable structures.
    2. 65 ft. for non-habitable structures and architectural details (does not include signs).
    3. If located within 50 ft. of a residentially designated property, the maximum building height is 40 ft.
    4. See the Chino Airport Overlay regarding potential height limitations imposed by the Chino Airport.

Intent: To allow flexibility in design and ensure protection of adjacent residential neighborhoods.

j. Minimum landscape coverage: 15%.
k. Parking:
    1. Per Chapter 20.14 of the Zoning Ordinance.
l. Walls and fences:
    1. Per Chapter 20.13 of the Zoning Ordinance.
m. Performance standards:
    1. See the Chino Airport Overlay regarding potential use and development restrictions.

Public Facilities (PF)

PF1 Intended Character: The Public Facility Land Use Designation is intended to provide for local and regional serving public and quasi-public facilities and services.

PF2 Permitted Land Uses

a. Minor utility facilities.
b. Police and fire stations.
c. Row crops.

PF3 Uses Subject to a Special Conditional Use Permit

a. New correctional facilities.
b. Airports and related facilities.
c. Museums.
d. Schools/Day Care.
e. Libraries.
f. Places of worship.
g. Public safety facilities.
h. Utility stations.
i. Transportation facilities.
j. Cemeteries.

PF4 Administratively Permitted and Incidental Uses

a. Seasonal produce stands.

PF5 Development Requirements

a. Any proposed development shall be evaluated by the City on a case-by-case basis. Projects shall be evaluated for the impacts to surrounding uses in terms of noise, odors, light penetration, aesthetics, traffic and parking. Uses located within the Chino Airport Overlay are subject development restrictions contained within this Overlay.

Public Facilities

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Community Core (CC)

The Community Core land use designation allows for a combination of retail, commercial, office, high-density residential uses, as well as civic, institutional, public, recreational uses and places of worship.

The intent of this land use designation is to create a compact, walkable and pedestrian oriented downtown. As such, the Community Core land use designation stands in contrast to traditional zoning that separates residential, commercial, business parks and public/institutional uses into distinct areas or zones. By allowing a mixture of uses, a high level of activity and diversity can be generated. Integrating housing with retail, work places, civic facilities and recreational uses creates exciting opportunities. This concentration also allows nearby residents convenient access to nearby shopping, civic and recreational facilities. In addition, by allowing uses to concentrate in the Community Core, infrastructure and parking can be more efficiently provided and shared.

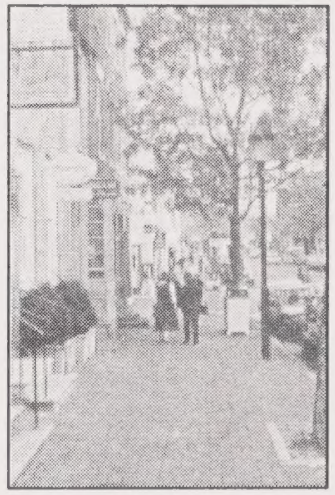
The Community Core is based upon design principles that are intended to create a unique, walkable downtown. In general, this means that buildings are located on and oriented to the street. In addition, the sidewalk is filled with pedestrian amenities, such as benches, low planter walls, public art and outdoor dining to create exciting pedestrian spaces. Building massing and height is allowed to vary. Prominent architectural accent buildings are strongly encouraged. Streets and pedestrian linkages are oriented to frame views of the core area, public buildings, natural features and recreational focal points. All of these efforts help to create a strong sense of identity and interest. The illustrative concepts, Figures 1B and 1C, provide a feel for what the Community Core may become.

CC1 Intended Character: The Community Core Land Use Designation provides for an integrated mixture of uses, including residential, commercial, office, civic, entertainment, religious, educational, recreational and civic uses.

The mix of uses can be horizontal (side-by-side) or vertical (on top of each other), with commercial or office uses located on the ground floor and with office or residential uses located above.

The residential portion of this land use designation is intended to provide for the development of multi-family residential dwellings in a downtown atmosphere. Flexibility is provided to offer a multitude of product types and styles that appeal to a range of market segments, from first-time buyers, to families, to seniors.

Community Core



Flexibility is provided in the development standards to both allow a variety of densities and styles while maintaining the overall limits on the total number of dwelling units. Typical products include for sale and rent duplexes, townhomes, clustered residences and courtyard products, flats, live-work products, residential lofts over commercial, pocket lots, postage stamp lots (detached condominium) and condominiums. The intent is to allow a variety of lot configurations including zero lot line, "Z" lots and detached condominiums for both attached and detached products. A master design and development plan is required to ensure coordinated and integrated development in this area, as described in the Performance Standards section.

CC2 Permitted Land Uses

a. Permitted Land Uses that are specified under the High Density Residential Land Use Designation of this Specific Plan.
b. Per the "Permitted Land Uses" of the CG, General Commercial, zone, Section 20.09.030 of the Zoning Ordinance, except as modified herein (by sections CC2 through CC5 inclusive).
c. Retail sale of motor vehicle parts and accessories, excluding installation.
d. Athletic fields associated with a public facility.
e. Libraries, museums and art galleries.
f. Public parks, senior centers, community centers and similar facilities.
g. Police stations, fire stations and other similar facilities.
h. Day care facilities for 6 or less (small family day care home).
i. Day care facilities for 7 to 12 (large family day care home) subject to an Administrative Approval and in compliance with Section 20.08.040.B21 of the Zoning Ordinance.
j. Residential care facilities for 6 or less (includes facilities licensed and/or controlled by the California Department of Social Services).

CC3 Uses Subject to a Special Conditional Use Permit

a. Those land uses subject to a special conditional use permit that are specified under the High Density Residential Land Use Designation of this Specific Plan.
b. Per the "Conditionally Permitted Land Uses" of the CG, General Commercial, zone, Section 20.09.030 of the Zoning Ordinance, except as modified herein (by sections CC2 through CC5, inclusive).
c. Ambulance service

d. Laundromat (coin-operated)
e. Pet stores (animals kept on site) and animal boarding facilities.
f. Thrift/second hand stores.
g. Drive through facilities in compliance with Section 20.09.050.D.2 of the Zoning Ordinance (includes drive-through restaurants), except that buildings and establishments with drive through facilities are not permitted to front on or take access from Main Street.
h. Gasoline and Fuel Sales (service stations), subject to Section 20.09.040.B.18 and Section 20.09.050.D5 of the Zoning Ordinance, except that Sub-section "a" of Section 20.09.050.D4 shall not apply, and such establishments are not permitted along Main Street.
i. Day care facilities for 13 or more (child day care facility) subject to an Administrative Approval and in compliance with Section 20.08.040.B22 of the Zoning Ordinance.
j. Employer day care provided on-site.
k. Residential care facilities for 7 or more (includes facilities licensed and/or controlled by the California Department of Social Services) in compliance with Section 20.09.040.B24 of the Zoning Ordinance.
l. Group homes and facilities (includes group residential facilities not licensed and/or controlled by the California Department of Social Services) in compliance with Section 20.09.040.B25 of the Zoning Ordinance.

CC4 Prohibited Uses

a. Per the "Not Permitted Land Uses" of the CG, General Commercial zone, Section 20.09.030 (Table 20.09.01) of the Zoning Ordinance, except as modified herein (by sections CC2 through CC5 inclusive).
b. Industrial uses, except as allowed under the CG, General Commercial zone, Section 20.09.030 of the Zoning Ordinance.
c. Body and paint shops.
d. Repair garages for automobiles, light & heavy trucks & vans, buses or boats.
e. Sale lease or rental of buses and trucks.
f. Sale of automobiles, light trucks, vans, boats and motorcycles.
g. Outdoor storage of vehicles, equipment and materials.
h. Transportation terminals.
i. Mobile, manufactured and factory built buildings and structures.

The Floor Area Ratio (FAR)

The ratio of building area to lot area. The FAR number (e.g. 0.25) expresses the maximum amount of building square footage that can be developed on a parcel. In other words, a .25 FAR means that a maximum of 25% of the lot area can be devoted to building square footage, including second or third story floor area.

CC5 Administratively Permitted and Incidental Uses

a. As provided in the CN zone, Section 20.09.030 of the Zoning Ordinance.

CC6 Development Requirements

a. Average density/Intensity:
   1. .3 FAR commercial component.
   2. .4 FAR office component.
   3. 16 dwelling units per adjusted gross acre.
b. Minimum lot/project size: None.
c. Front setback:
   1. Maximum 0 ft. from front property line unless public space is provided. This does not preclude the use of recesses for entryways, windows and dining areas.

Intent: To orient the buildings toward the street and ensure that parking does not dominate the street frontage. This helps create a pedestrian oriented atmosphere and a more exciting downtown experience.

   2. Outdoor dining is allowed to encroach seven (7) ft. into the public right-of-way on Main Street with an encroachment permit, maintenance agreement and administrative approval by the Director of Community Development and the Director of Public Works.

d. Minimum side and rear setbacks: None.
e. Maximum building height:
   1. 45 ft. if single use.
   2. 55 ft. if residential uses mixed with a non-residential use.
f. Minimum landscape coverage: None although there must be compliance with applicable design guidelines and requirements of the Master Plan and Overall Design Concept (MPODC) discussed below.
g. Parking:
   1. Per Chapter 20.14 of the Zoning Ordinance with the following exception: for purposes of this Specific Plan, the multi-family parking standard of the Zoning Ordinance applies to all residential development with a density of 8 dwelling units per acre or more. The multi-family parking standard also applies when units have been clustered and the developed area of the project has a micro-density of 8 dwelling units per acre or more.
h. Walls and fences:
   1. Per Chapter 20.13 of the Zoning Ordinance.
i. Performance standards:
   1. The primary entrances of structures on Main Street must be oriented toward the street,

except in instances where public spaces are provided between the structure and Main Street.

2. Parking lots must be oriented away from Main Street.
3. Master Plan and Overall Design Concept Requirements. The Community Core is a critical component of Chino's vision for The Preserve. When developed, it will be a high-activity area that will be the heart of The Preserve. It is likely that the Community Core will build out in parts over the long term. In order to assure that the Core develops in a coordinated and cohesive manner over time, and is designed at a high level of quality consistent with the City's vision, the following provisions are required:
   - A Master Plan and Overall Design Concept (MPODC) for the area encompassed by the Community Core Designation shall be approved by the Planning Commission prior to development of the Community Core, except that up to 15 acres in the area north of Bickmore Avenue provided that:
     - The proposed development of such area is consistent with the intended character of the Community Core as described in the introductory language of the Community Core Land Use Designation and section CC1.
     - The Community Core Design Guidelines are adhered to, including but not limited to; the use of "signature architecture" elements at key locations along Main street; recreation/landscaping features as community focal points; themed hardscape/landscape concepts are employed to defined the Community Core and Main Street; structures are designed and oriented to facilitate pedestrian activity along Main Street.
     - Pedestrian, street and open space connections are well defined and linkages to other parts of the core are taken into account as part of the design and layout

Shared Parking Concept

Each use is typically required to provide parking on-site. This often results in a sea of parking that isolates buildings and discourages movement between nearby uses without the use of the automobile.

As an alternative, the parking requirement for each use can be aggregated into a shared facility instead of requiring each use to provide parking on-site.

There are many benefits to this approach. Namely, less land is devoted to parking, individual parking requirements can be reduced, the design options are increased, and pedestrian movement is enhanced. In essence, shared parking helps to get people out of their cars, allows people to window shop and helps create an exciting downtown environment.

The City of Chino Zoning Ordinance, Section 20.14.030.B.6A, contains standards for shared parking with a parking analysis.

proposed. The purpose of this provision is to ensure that development opportunities for the portion of the Community Core to the south are not unduly constrained or compromised by development of the initial 15 acres.

- The MPODC shall be prepared in accordance with the requirements of the Master Plan section, described in Section VII, Administration. However, it is recognized that the Community Core will probably be developed in phases over time and that there may be many unknown factors regarding latter phases of development. Therefore, information provided for these latter phases need not be as detailed as initial phases, provided that: 1) Sufficient information is provided so that the basic structure, concepts and characteristics intended for future development can be discerned; and 2) Provisions are included, to the satisfaction of the Director of Community Development, to incorporate greater detail into the MPODC at a later stage of the development of the Core.
- In addition, the MPODC must provide for the overall distribution of different uses in the entire Community Core providing a mix generally consistent with the following: residential 55%, commercial 20%, office 15%, and public facilities 10%.
- A Design Manual shall be included with the MPODC containing information including, but not limited to: proposed architectural concepts, architectural themes, architectural details (e.g. street furniture, light standards, hardscape concepts), plaza and courtyard concepts, unifying architectural elements), landscape and architecture concepts and themes and other design and architectural features.
- None of the requirements of this section apply to existing agricultural land uses unless a change of use is proposed, nor do they restrict improvements or modifications to such uses that would otherwise be allowed by this Specific Plan.

4. Commercial centers and large box retail stores occupying more than 25,000 square feet in area shall comply with the requirements of section 20.09.050(D)(10) of the Zoning Ordinance. Subsections "b" through "f" of Section 20.09.050(D)(10) may be modified through the approval or amendment of the Master Plan and Overall Design Concept.

General Business Use Requirements

The General Use Regulations address the use and development of specific uses within the Neighborhood Commercial, Regional Commercial, Airport Related, Light Industrial and Community Core land use designations.

GBU1 Per Section 20.09.040 of the Zoning Ordinance including:

a. Alcoholic Beverage Sales for On-Site Consumption.
b. Alcoholic Beverage Sales for Off-Site Consumption.
c. Nightclubs, Bars and Cocktail Lounges.
d. Outdoor Seating Areas.
e. Convenience Markets/Grocery Stores/Supermarkets.
f. Open Air Sales, Display and Activities – Permanent.
g. Open Air Sales, Display and Activities – Temporary.
h. Hotels and Motels.
i. Service Stations.
j. Live Entertainment.
k. Child Care Facilities.
l. Outdoor Storage.
m. Hazardous Materials.
n. Recycling Facilities.
o. Temporary Buildings and Facilities.
p. Ancillary Facilities.

GBU2 Communication Facilities: Per Section 20.09-050. (D.9) of the Zoning Ordinance.

Open Space Designations

The open space land use designations are divided into five land use designations: Agriculture, Open Space-Recreation, Agriculture/Open Space-Natural, Open Space-Natural and Open Space-Water. Each subcategory includes a description of the intended character, allowable uses, and development standards as summarized in Table 5.

The open space land use designations address a specific range of uses intended to help preserve the historic, agriculture character of Chino and to protect open space and biological resources.

Most of the land within the open space designations is also within the 566-foot elevation dam inundation area. The open space designations within this area have been designed to recognize flood hazards and support and protect the biological habitat and open space resource values inherent in this area from incompatible land uses that could damage these resources.

TABLE 5
OPEN SPACE DEVELOPMENT REQUIREMENTS [1]

	Agriculture [2]	*Agriculture/Open Space-Natural* [2]	*Open Space-Recreation* [2]	*Open Space-Natural* [2]	*Open Space-Water* [2]
Development Requirements					
Minimum Lot Size	10 Acres	None	None	None	None
Minimum Lot Width	None	None	None	None	None
Minimum Front Setback	25 ft.	None	None [3]	None	None
Minimum Side and Rear Setbacks	None	None	None [3]	None	None
Maximum Site Coverage	None	None	None	None	None
Maximum Building Height	35 ft.	35 ft.	35 ft.	35 ft.	None

[1] Summary only. Does not include all standards. See the Specific Plan text for complete standards.
[2] Any proposed development shall be evaluated by the City on a case-by-case basis. Projects shall be evaluated for the impacts to surrounding uses in terms of noise, odors, light penetration, aesthetics, traffic and parking.
[3] If adjacent to residentially designated property then setbacks are required. See the Specific Plan text for details.

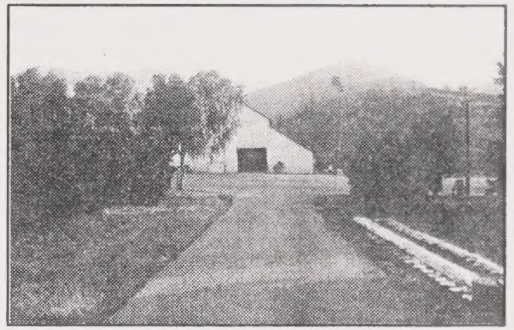
Agriculture (AG)

AG1 Intended character: The Agricultural Land Use Designation is intended to provide for agricultural uses including farming, stables, pastures, and grazing. Uses and structures in AG designated areas below the 566' dam inundation elevation must comply with the requirements of the Dam Inundation Overlay, and must also comply with the Resource Management Plan which provides for the protection and enhancement of biological resources.

AG2 Permitted Land Uses

a. Commercial row, field, tree and nursery crops cultivation.
b. Grazing.
c. Nurseries
d. Conservation and habitat enhancement areas
e. Uses permitted by the General Agriculture Zone, Section 20.11.030 of the Zoning Ordinance except as modified herein and as restricted by the Dam Inundation Overlay.
f. Public infrastructure facilities including but not limited to those necessary for: drainage and flood control including watershed, water recharge and percolation areas, the retention or detention of flood waters, and other facilities necessary to provide water quality improvements; reducing water runoff pollutants; public communications; and other publicly owned facilities necessary to provide for public safety or health.
g. Existing residential uses and structures. A residential use legally established within the unincorporated areas of the County of San Bernardino prior to the effective date of the annexation of the Preserve into the City of Chino may be expanded, changed, or replaced, subject to the following:
   1. The expansion, change, or replacement shall be subject to Administrative Review in accordance with Section 20.03.100 of the Zoning Ordinance and shall comply with all other applicable requirements of the Zoning Ordinance and The Preserve Specific Plan;
   2. The expansion, change, or replacement shall not adversely affect, or be materially detrimental to, adjoining properties;
   3. The expansion, change, or replacement shall be subject to review in accordance with the California Environmental Quality Act (CEQA) and CEQA Guidelines, as applicable;

Agriculture



4. The expansion, change, or replacement will improve the appearance or stability of the vicinity; and
5. The expansion, change or replacement will not result in a greater number of legally established residential structures than currently exists on the property.

AG3 Uses Subject to a Special Conditional Use Permit

a. Per the Conditionally Permitted Land Uses for the AG zone, Section 20.11.030 of the Zoning Ordinance, except as modified herein and as restricted by the Dam Inundation Overlay.
b. Kennels and Catteries outside the Dam Inundation Overlay.

AG4 Administratively Permitted and Incidental Uses

a. As allowed by the AG zone, Section 20.11.030 of the Zoning Ordinance.

AG5 Prohibited Uses

a. New dairies and expansions of existing dairies, calf nurseries and other similar intense animal uses are prohibited within the Dam Inundation Overlay (area below the 566' elevation).
b. Animal clinics and hospitals.
c. Animal Keeping in excess of established density standards as specified in Section 20.11.030 of the zoning ordinance, for AG designated properties within the Dam Inundation Overlay.
d. Cemeteries
e. Kennels and catteries within the Dam Inundation Overlay.
f. Educational Services as they are specified by Section 20.11.030 of the Zoning Ordinance, except that home schools are a permitted use.
g. Storefront Worship Facilities, as specified by Section 20.11.030 of the Zoning Ordinance, within the Dam Inundation Overlay.
h. Uses of similar type, intensity, or operational characteristics as determined by the Planning Commission.

AG6 Development Requirements

a. Minimum lot size: 10 Acres.
b. Minimum lot width: None.
c. Minimum front setback: 25 ft.
d. Minimum side and rear setbacks: None.
e. Maximum site coverage: None.
f. Maximum building height: 35 ft.
g. Setbacks to avoid impacts to biological resources: Additional setbacks for structures or uses may be required if determined by the Director of Community Development to be necessary to ameliorate negative impacts on

biological resources that adjoin such structure or use.

AG7 Performance Standards

a. All development and all land uses below the 566' dam inundation elevation shall comply with the requirements of the Dam Inundation Overlay.
b. Portions of the AG Land Use Designation are located in areas that either have significant biological resources and/or have the potential to negatively affect such resources. A Resource Management Plan (RMP) has been prepared as part of the environmental mitigation program for The Preserve in order to address and protect these resources. All developments within the AG designation must comply with the requirements and guidelines of the RMP.

Agriculture/Open Space-Natural

Agriculture/Open Space-Natural (AG/OSN)

A/OS1 Intended character: The Agricultural/Open Space-Natural Land Use Designation is intended to provide for limited agricultural and open space uses, including passive recreation, trails, crop farming, and open space. It is also intended to protect important biological resources found within lands designated AG/OSN from incompatible land uses that could damage these resources. Land uses in AG/OSN designated areas must be compatible and coordinated with the Resource Management Plan, which provides for the protection and enhancement of biological resources. They must also comply with the requirements of the Dam Inundation Overlay.

A/OS2 Permitted Land Uses

a. Commercial row, field, tree and nursery crops cultivation in compliance with section 20.11.040.B.1 of the Chino Zoning Ordinance, except that expansions of such crop farming to areas that have not been farmed within the previous 5 years are subject to an Administrative Approval.
b. Continuation of grazing where grazing has occurred within the previous 5 years. Areas where grazing has not occurred within the past 5 years require an Administrative Approval. The Administrative Approval must also comply with any applicable requirements or standards of the Resource Management Plan.
c. Conservation Areas (wildlife/natural habitats and sanctuaries and habitat enhancement areas).
d. Hiking and riding trails, including comfort stations and excluding trails for motor vehicles.
e. Public infrastructure facilities including but not limited to those necessary for: drainage and flood control including watershed, water recharge and percolation areas, the retention or detention of flood waters, and other facilities necessary to provide water quality improvements; reducing water runoff pollutants; public communications; and other publicly owned facilities necessary to provide for public safety or health.
f. Existing residential uses and structures. A residential use legally established within the unincorporated areas of the County of San Bernardino prior to the effective date of the annexation of the Preserve into the City of Chino may be

expanded, changed, or replaced, subject to the following:

1. The expansion, change, or replacement shall be subject to Administrative Review in accordance with Section 20.03.100 of the Zoning Ordinance and shall comply with all other applicable requirements of the Zoning Ordinance and The Preserve Specific Plan;
2. The expansion, change, or replacement shall not adversely affect, or be materially detrimental to, adjoining properties;
3. The expansion, change, or replacement shall be subject to review in accordance with the California Environmental Quality Act (CEQA) and CEQA Guidelines, as applicable;
4. The expansion, change, or replacement will improve the appearance or stability of the vicinity; and
5. The expansion, change or replacement will not result in a greater number of legally established residential structures than currently exists on the property.

A/OS3 Prohibited Uses

a. Expansions or new dairies, calf nurseries, and other similar intense animal uses.
b. Cemeteries
c. Athletic fields.
d. Auditoriums, Stadiums, and other similar facilities.
e. Golf Courses and miniature golf
f. Tennis and swimming facilities.
g. All off-road motor vehicles and motorcycles.
h. Uses of similar type, intensity, or operational characteristics as determined by the Planning Commission.

A/OS4 Uses Subject to a Special Conditional Use Permit

a. Nature interpretive facilities and visitor centers
b. Low-intensity public parks and other passive recreation uses provided that they do not negatively impact biological resources.
c. Major Communications Facilities as defined by the Chino Zoning Ordinance and in compliance with section 20.09.050.D.9 of the Zoning Ordinance.
d. Utility stations and associated equipment buildings.
e. Apiaries
f. Public recreational and educational facilities owned, leased or controlled by a public

agency, provided that they do not negatively impact wildlife and other biological resources. Examples of such facilities include but are not limited to: historic and monument sites; recreational or organizational camps; botanical gardens and arboretums; hunting and fishing clubs. Development shall be subject to the criteria listed below:

1. Landscaping plans should minimize any impact on existing native species especially those species that are of high biological value. In addition, restorative landscaping should incorporate indigenous plant materials as a means of mitigating visual impacts associated with the construction of new buildings, structures or other improvements within the zone.
2. Buildings, structures and improvements should incorporate designs in which scale, mass, and height respect the undisturbed character of the area. Designs should follow existing topography, blend in with the natural landscape and otherwise minimize their visual prominence.
3. The use of herbicides to control or kill vegetation is not permitted, except for the use of EPA approved herbicides to kill invasive exotic species.
4. Parking lots should be unobtrusive. Designs should minimize impacts by contouring to the natural topography and landscaping with indigenous plant materials. Paving materials should be semi-porous (e.g. crushed granite or gravel) to maximize on-site infiltration. Lighting should be limited to levels safe for pedestrian access.

A/OS5 Administratively Permitted and Incidental Uses

a. As allowed by the OS Zone, Section 20.11.030 of the Zoning Ordinance.

A/OS6 Development Requirements

a. Minimum lot size: None.
b. Minimum lot width: None.
c. Minimum front, side and rear setbacks: None.
d. Maximum site coverage: None.
e. Maximum building height: 35 ft.
f. Setbacks to avoid impacts to biological resources: Additional setbacks for structures or uses may be required if determined by the Director of Community Development to be necessary to

ameliorate negative impacts on biological resources that adjoin such structure or use.

A/OS7 Performance Standards

a. All development and all land uses below the 566' dam inundation elevation shall comply with the requirements of the Dam Inundation Overlay.
b. The AG/OSN Land Use Designation is located in areas that either have significant biological resources and/or have the potential to negatively affect such resources. A Resource Management Plan (RMP) has been prepared as part of the environmental mitigation program for The Preserve in order to address and protect these resources. All developments within the AG/OSN designation must comply with the requirements and guidelines of the RMP.

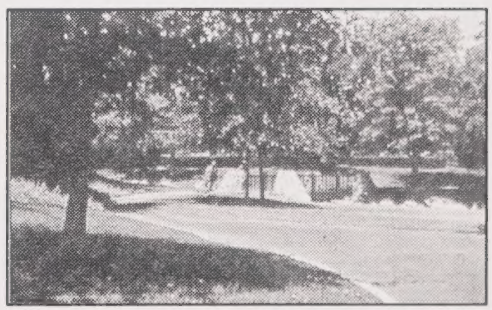
Open Space-Recreation (OS-R)

OSR1 Intended character: The Open Space-Recreation Land Use Designation is intended to establish open space areas for active and passive recreation and to provide protection from environmental hazards.

OSR2 Permitted Land Uses

a. Caretaker quarters.
b. Child daycare associated with a public facility (community center, public park, etc.).
c. Commercial row, field, tree and nursery crops cultivation in compliance with section 20.11.040.B.1 of the Chino Zoning Ordinance.
d. Conservation areas (wildlife/natural habitats, habitat enhancement areas and sanctuaries)
e. Equestrian facilities.
f. Minor Communications Facilities subject to an Administrative Approval as provided in the Chino Zoning Ordinance and in compliance with Section 20.09.050.D.9 of the Zoning Ordinance.
g. Public parks and related facilities (community centers, senior centers, and other community buildings/structures, etc.)
h. Temporary Facilities subject to an Administrative Approval as provided in the Chino Zoning Ordinance and in compliance with Section 20.11.040.B.29 of the Zoning Ordinance. (Includes facilities which do not require the construction /installation of any structures)
i. Public infrastructure facilities including but not limited to those

Open Space-Recreation



necessary for: drainage and flood control including watershed, water recharge and percolation areas, the retention or detention of flood waters, and other facilities necessary to provide water quality improvements; reducing water runoff pollutants; public communications; and other publicly owned facilities necessary to provide for public safety or health.

j. Existing residential uses and structures. A residential use legally established within the unincorporated areas of the County of San Bernardino prior to the effective date of the annexation of the Preserve into the City of Chino may be expanded, changed, or replaced, subject to the following:
   1. The expansion, change, or replacement shall be subject to Administrative Review in accordance with Section 20.03.100 of the Zoning Ordinance and shall comply with all other applicable requirements of the Zoning Ordinance and The Preserve Specific Plan;
   2. The expansion, change, or replacement shall not adversely affect, or be materially detrimental to, adjoining properties;
   3. The expansion, change, or replacement shall be subject to review in accordance with the California Environmental Quality Act (CEQA) and CEQA Guidelines, as applicable;
   4. The expansion, change, or replacement will improve the appearance or stability of the vicinity; and
   5. The expansion, change or replacement will not result in a greater number of legally established residential structures than currently exists on the property.

OSR3 Prohibited Uses

a. Expansions or new dairies, calf nurseries and other similar intense animal uses.

OSR4 Uses Subject to a Special Conditional Use Permit

a. Major Communications Facilities as defined by the Chino Zoning Ordinance and in compliance with Section 20.09.050.D.9 of the Zoning Ordinance.
b. Eating places in conjunction with and incidental to permitted or conditionally permitted recreational uses. (Includes restaurants, convenience foods and specialty foods). Alcoholic beverage sales in conjunction with and incidental to eating places may be permitted subject

to approval of a Special Conditional Use Permit and in compliance with Section 20.11.040.B.22 of the Zoning Ordinance.

c. Sporting and Recreational Camps.
d. Trailer Parks and Campsites.
e. RV Storage above the 566' Dam Inundation Elevation.
f. Athletic Fields (For commercial uses, only. Does not include those provided as part of a public park.)
g. Regulation Golf Courses (includes incidental retail activities supporting golf course operations, such as pro shops and eating establishments)
h. Live entertainment incidental to and in conjunction with another permitted or conditionally permitted use.
i. Skating rinks.
j. Sports and Recreation Centers (private and commercial facilities).
k. Tennis and swimming clubs
l. Employer provided on-site daycare
m. Utility stations and associated equipment buildings
n. Apiaries
o. Cemeteries.

OSR5 Administratively Permitted and Incidental Uses

a. As allowed by the OS Zone, Section 20.0110.30 of the Zoning Ordinance.
b. Incidental processing drying & packing of agricultural commodities produced on site.
c. Incidental, seasonal sales stands for row, field, trees and nursery crops produced on site.

OSR7 Development Requirements

a. Minimum lot size: None.
b. Minimum lot width: None.
c. Minimum front, side and rear setbacks: None, unless adjacent to residentially designated property, in which case a minimum of 30 ft. setback shall apply to all structures.
d. Maximum site coverage: None.
e. Maximum building height: 35 ft.
f. Setbacks to avoid impacts to biological resources: Additional setbacks for structures or uses may be required if determined by the Director of Community Development to be necessary to ameliorate negative impacts on biological resources that adjoin such structure or use.

Open Space-Natural

Open Space-Natural (OS-N)

OSN1 Intended character: The Open Space-Natural Land Use Designation is intended to accommodate permanent natural open space, wildlife preserves, natural drainage and stream courses, cultural and historic resources, and to protect natural plant and animal habitats. This designation also permits the use of open space areas for crop farming, outdoor recreational uses and other low intensity uses in some instances.

OSN2 Permitted Land Uses

a. Conservation Areas (wildlife/natural habitats and sanctuaries and habitat enhancement areas).
b. Hiking and riding trails, including comfort stations and excluding trails for motor vehicles.
c. Commercial row, field, tree and nursery crops cultivation in compliance with section 20.11.040.B.1 of the Chino Zoning Ordinance is permitted for:
    1. Land currently under cultivation
    2. Land that has been under cultivation within the previous five years
    3. Lands that have been used for agricultural uses other than cultivation within the previous five years (e.g. dairies, livestock raising, etc.)
d. Continuation of grazing on lands where grazing has occurred within the previous 5 years. Areas where grazing has not occurred within the previous 5 years require an Administrative Approval. The Administrative Approval must also comply with any applicable requirements or standards of the Resource Management Plan.
e. Public infrastructure facilities including but not limited to those necessary for: drainage and flood control including watershed, water recharge and percolation areas, the retention or detention of flood waters, and other facilities necessary to provide water quality improvements; reducing water runoff pollutants; public communications; and other publicly owned facilities necessary to provide for public safety or health.
f. Existing residential uses and structures. A residential use legally established within the unincorporated areas of the County of San Bernardino prior to the effective date of the annexation of the Preserve into the City of Chino may be expanded, changed, or replaced, subject to the following:

1. The expansion, change, or replacement shall be subject to Administrative Review in accordance with Section 20.03.100 of the Zoning Ordinance and shall comply with all other applicable requirements of the Zoning Ordinance and The Preserve Specific Plan;
2. The expansion, change, or replacement shall not adversely affect, or be materially detrimental to, adjoining properties;
3. The expansion, change, or replacement shall be subject to review in accordance with the California Environmental Quality Act (CEQA) and CEQA Guidelines, as applicable;
4. The expansion, change, or replacement will improve the appearance or stability of the vicinity; and
5. The expansion, change or replacement will not result in a greater number of legally established residential structures than currently exists on the property.

OSN3 Uses Subject to a Special Conditional Use Permit

a. Low intensity public parks and passive recreation uses provided that they do not negatively impact biological resources.
b. Nature interpretive facilities and visitor centers.
c. Expansions of commercial row, field, tree and nursery crops cultivation, in compliance with section 20.11.040.B.1 of the Chino Zoning Ordinance, if such expansion does not meet any of the conditions specified in section OSN2(c), above. Such expansion must also comply with any applicable requirements or standards of the Resource Management Plan.
d. Public recreational and educational facilities owned, leased or controlled by a public agency, provided that they do not negatively impact biological resources. Examples of such facilities include but are not limited to: historic and monument sites; recreational or organizational camps; botanical gardens and arboretums; hunting and fishing clubs. Development shall be subject to the criteria listed below:
   1. The use of herbicides to control or kill vegetation is not permitted, except for the use of EPA approved herbicides to kill invasive exotic species.
   2. Landscaping plans should minimize any impact on

existing native species especially those species that are of high biological value. In addition, restorative landscaping should incorporate indigenous plant materials as a means of mitigating visual impacts associated with the construction of new buildings.

3. Buildings, structures and improvements should incorporate designs in which scale, mass, and height respect the undisturbed character of the area. Designs should follow existing topography, blend in with the natural landscape and otherwise minimize their visual prominence.
4. Parking lots should be unobtrusive. Designs should minimize impacts by contouring to the natural topography and landscaping with indigenous plant materials. Paving materials should be semi-porous (e.g. crushed granite or gravel) to maximize on-site infiltration. Lighting should be limited to levels safe for pedestrian access.

OSN4 Prohibited Uses

a. New and expansions of existing dairies, calf nurseries and other similar intense animal uses.
b. Cemeteries
c. Athletic fields.
d. Auditoriums, Stadiums, and other similar facilities.
e. Golf Courses and miniature golf.
f. Tennis and swimming facilities.
g. All off-road motor vehicles and motorcycles.
h. Uses of a similar type, intensity, or operational characteristics as determined by the Planning Commission.

OSN5 Administratively Permitted and Incidental Uses

a. As allowed by the GS Zone Section 20.11.030 of the Zoning Ordinance.
b. Administratively permitted agricultural uses referenced under Section OSN 2.

OSN6 Development Requirements

a. Minimum lot size: None
b. Minimum lot width: None.
c. Minimum front, side and rear setbacks: None
d. Maximum site coverage: None.
e. Maximum site coverage: None.
f. Maximum building height: 35 ft.
g. Setbacks to avoid impacts to biological resources: Additional setbacks for structures or uses may be required if determined by the Director of Community

Development to be necessary to ameliorate negative impacts on biological resources that adjoin such structure or use.

OSN7 Performance Standards

a. All development and all land uses below the 566' dam inundation elevation shall comply with the requirements of the Dam Inundation Overlay.
b. The OS-N Land Use Designation is located in areas that either have significant biological resources and/or have the potential to negatively affect such resources. A Resource Management Plan (RMP) has been prepared as part of the environmental mitigation program for The Preserve in order to address and protect these resources. All developments within the OS-N designation must comply with the requirements and guidelines of the RMP.

Open-Space-Water (OS-W)

OSW1 Intended Character: The Open Space-Water Land Use Designation applies to the existing Prado Lake and is intended to preserve water resources.

OSW2 Permitted Land Uses

a. Lakes and water bodies.
b. Wildlife/habitat conservation areas.
c. Public parks.
d. Educational/interpretive facilities.
e. Water related recreation.

OSW3 Development Requirements

a. Any proposed development shall be evaluated by the City on a case-by-case basis. Projects shall be evaluated for the impacts to surrounding uses in terms of noise, odors, light penetration, aesthetics, traffic and parking. It is the discretion of the Director of Community Development if a Special Conditional Use Permit is required based upon the scale of the project and potential impacts.

Open-Space-Water

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OVERLAYS

Overlays apply to a specific issue, such as a habitat overlay or the Chino Airport safety zones. Each Overlay includes a description of the intended character, allowable uses, density and development standards. The locations of the overlays are shown on Figure 8A, Overlays.

Open Space Corridor Overlay (OSO)

The Open Space Corridor Overlay provides a habitat linkage from Prado Lake to the drainage area to the north. The overlay applies over a portion of the Prado Regional Park and depicts an area where structures and active recreational uses are limited in order to provide non-intrusive uses to encourage habitat movement.

OSO1 Intended Character: The Open Space Corridor Overlay is applied to an area where a drainage course crosses the Prado Regional Park. The intent is to provide for both passive recreational uses and habitat. The overlay denotes an area where minimal physical improvements and landscape improvements/ maintenance should be undertaken.

OSO2 Permitted Land Uses

a. Passive recreational uses.
b. Multi-purpose trails.

Interim Co-Composting Facility Overlay (CCO)

The Co-Composting facility, located on Cucamonga Avenue, is operated by the Inland Empire Utilities Agency (IEUA) for the purpose of composting both dairy manure and wastewater sludge into a marketable commodity. The Co-Composting facility is proposed to stop operating at the existing site in the future. Until this facility is relocated, development of nearby properties must be designed to account for this facility.

The Interim Co-Composting Facility Overlay accounts for this facility while it is in operation. Once it is relocated, this overlay shall become null and void.

CCO1 Intended Character: The Interim Co-Composting Facility Overlay is intended to provide temporary compatibility with uses near the Co-Composting Facility.

CCO2 Development standards

a. The Interim Co-Composting Facility Overlay is applied to the properties within 300 feet of the Co-Composting Facility.
b. Any residential projects or other habitable structures within this overlay must provide a 300-foot interim buffer until such time as the Co-Composting Facility ceases operation. This buffer may be used for temporary recreation, agricultural uses, community

Overlay

An Overlay is a set of standards that apply to a given geographic area in addition to those provided in the underlying land use designation. In practice, this means that properties within an overlay must comply with two sets of standards, those of the land use designation and those of the overlay. This approach is taken in recognition of the fact that special considerations must be taken into account within certain focused portions of the planning area.

open space or some combination of these uses.

c. Grading and building permits may be issued six months prior to the confirmed closure date of the Co-Composting Facility.
d. The Co-Composting Facility Overlay will cease to be in effect once the IEUA facilities on the site have ceased operations. In the event that a portion of the facility ceases operation, the adjacent overlay will cease to be in effect. Evidence to the satisfaction of the Director of Community Development must be submitted by the IEUA verifying that operations have ceased.

566-Foot Dam Inundation Elevation Overlay (DIO)

2,917 acres of The Preserve lies below the 566-foot elevation and within the inundation area created by the proposed raising of Prado Dam. The DIO is defined by the 566-foot dam inundation elevation and is subject to change.

The United States Army Corps of Engineers (USACE) determines the type of structures that are appropriate within the dam inundation area. The primary criterion used by the USACE to determine if a structure is appropriate in the inundation area is whether it is capable of supporting human habitation. The criteria for this determination are detailed in Appendix 1.

DIO1 Intended Character: To preserve the area within the 566-foot dam inundation elevation for flooding purposes and other open space/habitat uses, while balancing the need to allow some use of the property with the need to protect the health, safety and welfare of the residents of Chino.

DIO2 Inundation Restrictions

a. Allowable land uses are as specified in the underlying land use designation except that habitable structures are not permitted below the 566-foot dam inundation elevation.
b. The USACE determines what other types of structures are appropriate within the dam inundation area. The criteria used by the USACE are detailed in Appendix 1. Appropriate structures include, but are not limited to, backstops, shade structures, floodable restrooms, trails and other "flood-proofed" structures.
c. Proposals for development and use within the 566-foot dam inundation area shall be submitted to the USACE for review.
d. Proposals must also comply with provisions of any cooperative management plan that may apply to the Lower Chino Basin/Prado

area as well as the requirements of the Resources Management Plan prepared as part of the mitigation monitoring program for The Preserve Environmental Impact Report.

Transmission Line Easement Overlay (TLO)

The 300-foot wide Southern California Edison transmission line easement crosses The Preserve in a generally east-west manner. The TLO Overlay is co-terminus with the easement.

TLO1 Intended Character: To accommodate active and passive recreation uses and the electric transmission line.

TLO2 Uses Subject to a Special Conditional Use Permit: The following land uses are allowed within the Transmission Line Overlay with approval of a Special Conditional Use Permit (SCUP), written permission from the property owner of record and written permission from SCE:

a. As specified by the underlying land use designation.
b. Wholesale nurseries.
c. Orchards, vineyards, row crops.
d. Active or passive recreational uses.
e. Equestrian facilities.
f. Fully enclosed storage, except for nursery stock, which may be open.
g. Overflow parking areas in connection with adjacent land uses.
h. Other uses determined to be compatible by the Director of Community Development.
i. The Community Paseo and Open Space system shall be accommodated within the Transmission Line Overlay.

Chino Airport Overlay (CAO)

The Chino Airport is located immediately north of The Preserve. In order to ensure the long-term viability of the airport and the health, safety and welfare of the residents of Chino, certain use and building restrictions apply to the lands within the Chino Airport Overlay. The Chino Airport Overlay affects the type, extent and design of land uses that may be located within the overlay. Proposed development within the Chino Airport Overlay must be reviewed by the San Bernardino County Airport Land Use Commission for consistency with the adopted Chino Airport Comprehensive Land Use Plan adopted in 1991.

Proposed development within the Chino Airport Overlay must comply with the underlying land use designation and Section 20.06.040, Airport Over-flight Area, of the Chino Zoning Ordinance in consideration of the following:

Please refer to the adopted 1991 Chino Airport Comprehensive Land Use Plan (ACLUP) for the exact specifications of the Airport Safety Zones.

Imaginary Surface

A plane area surrounding an airport where FAA restrictions/standards apply. The imaginary surfaces include safety zones, noise contours and height restrictions.

CAO1 Airport Safety Zones: Surrounding the Chino Airport are three safety zones intended to limit incompatible uses and reduce the impacts of potential accidents. The Chino ACLUP delineates the precise location of the safety zones surrounding the Chino Airport and defines special land use requirements within these zones.

The safety zones are depicted on Figure 8A, Overlays. The land use requirements associated with these safety zones are defined in Appendix 2, Airport Compatibility Matrix. The following three safety zones must be considered prior to any development in The Preserve:

a. Safety Zone I, Runway Protection Zone (RPZ), or Referral Area "A."
   1. It is desirable to restrict all objects from the RPZ. However, low intensity uses, such as agriculture and auto parking may be allowed provided they do not attract wildlife and are located outside the runway Object Free Area.
   2. Roads are an allowable use within the RPZ provided that a minimum 17-foot clearance from the airport imaginary surfaces is provided.

b. Safety Zone II, or Referral Area "B." This zone includes the balance of the approach and departure zones, the remaining portion of the 70 CNEL noise contour and all of the area within the 65 CNEL noise contour area.
   1. Uses in this safety zone include limited recreational, industrial and warehouse uses with low levels of human occupancy.
   2. Noise attenuation may be required in this area.

c. Safety Zone III, or Referral Area "C." This zone indicates an area where aircraft accident and potential noise exposure is minimal. Safety Zone III generally does not present significant constraints to future land use development in The Preserve.

CAO2 Airport Noise Contours: The 1991 ACLUP provides the adopted Chino Airport noise contours (See Figure 8A). For planning purposes, the 65-dB contour is a threshold wherein noise sensitive uses, such as residences, schools, hospitals and churches, are prohibited. The adopted 65-dB contour is located in the area substantially north of Kimball Avenue within airport property, except in the area immediately east of the Chino Airport.

CAO3 Airport Height Restrictions: An imaginary surface is superimposed on the airspace around the airport to determine whether an object is an obstruction to aircraft. Within The

Preserve, the imaginary surface extends approximately to the Euclid Avenue/SR 71 interchange and includes The Preserve.

a. Federal Aviation Administration (FAA) Part 77 requires that the FAA Regional Office receive notice of any construction that would pierce an imaginary surface. The FAA would perform an aeronautical study to determine whether or not the proposed construction might create an airspace hazard or have an adverse impact on the operation of airport navigational aids. The FAA recommendations are then transmitted to the applicant/agency for their consideration in processing development applications and entitlements.
b. In terms of aircraft operations, the maximum building heights outside of the runway protection zones range from 160 feet to over 200 feet within the planning area. These maximum heights are limited by the height restrictions contained in each land use designation.

CAO4 Water Features: The location of wildlife areas and/or water features near airports is a safety concern for aircraft operations. The FAA recommends that water features be located at least 1,200 feet from the runway centerline and as far away from the runway end as is physically possible.

Agricultural Overlay (AO)

The agricultural overlay allows for the continuation of agricultural uses that are under "Williamson Act Land Conservation Contract." The agricultural uses within this overlay are transitional and it is intended that they will ultimately develop consistent with this Specific Plan. The Agricultural Overlay is shown on Figure 8B, Agricultural Overlay.

AO1 Agricultural uses shall comply with Section 20.06.010 of the Zoning Ordinance, which contains the provisions of the agricultural overlay.

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OVERLAYS

- Chino Airport RPZ Zone
- Airport Safety Zone I
- Airport Safety Zone II
- Airport Safety Zone III
- 60 db — Chino Airport Noise Contour
- 566' Dam Inundation Elevation
- Edison Power Easement
- 300' Co-Composting Facility Buffer
- Open Space Corridor Overlay

Note: The overlays apply only within the Boundaries of The Preserve Specific Plan.

NOT TO SCALE

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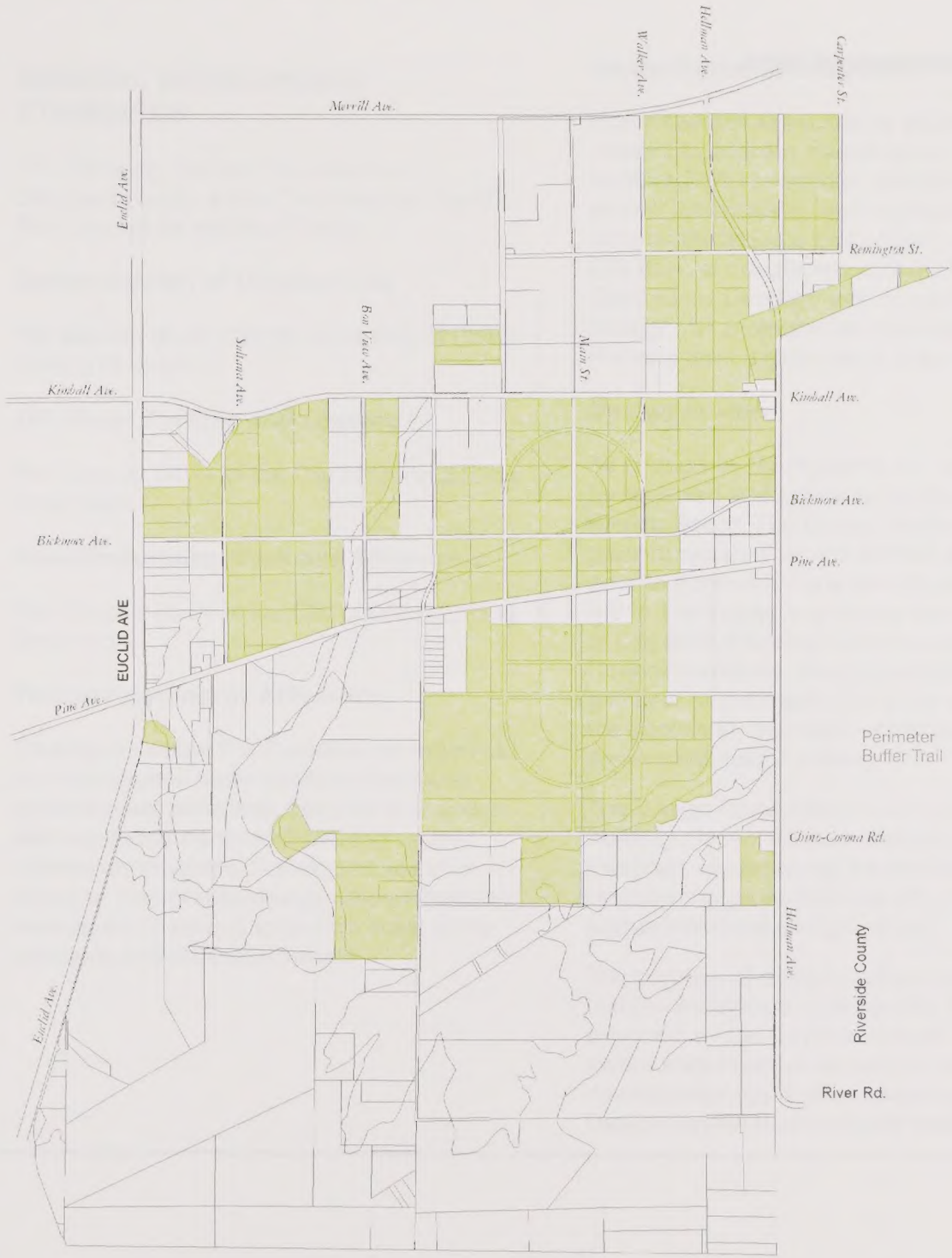
AGRICULTURAL OVERLAYS



Agricultural Overlay

NOT TO SCALE

Section V
Figure 8B

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GENERAL DEVELOPMENT STANDARDS

The following General Development Standards apply within The Preserve Specific Plan, except as modified herein.

Determination of Unlisted Use

Per Section 20.08.030 (B) of the City of Chino Zoning Ordinance.

Off-Street Parking and Loading

Per Chapter 20.14 of the City of Chino Zoning Ordinance.

Non-Conforming Uses and Structures

Per Chapter 20.04 of the City of Chino Zoning Ordinance.

Technology/Energy Efficiency

Developers within The Preserve are urged to incorporate and make available the latest technological advances, such as fiber optics and expanded bandwidth and high-speed Internet connections. Developers are also urged to incorporate energy efficient building techniques to reduce long-term costs to the residents and business owners.

Home Owner's Association

Home Owners Associations (HOA) are needed to address maintenance of private facilities held in common ownership, such as project landscaping and maintenance, community facilities and project lighting. The City may, at the discretion of the Director of Community Development, require a HOA through the project review process to ensure the long-term maintenance of projects.

Design Review

All projects in The Preserve are required to be reviewed and approved by the Design Review Board. The Design Review Board and procedures shall be established by the City prior to approval of any development project within The Preserve and may be composed of City Staff, Planning Commissioners, City Council members, design professionals, an architect on contract (cost to be covered by the applicant), members of the public, or some combination thereof.

The Design Review Board will consider building placement, architectural style, color, materials, landscaping, the relationship to surrounding properties and other site design and architectural design issues.

The purpose of design review is to ensure that the excellence in the quality and design expected by the City is achieved. Design review should occur as part of the development application review process. The Design Review Board should meet at least

Project

A planned work or activity that is completed over time. This includes a single tract map or unified collection of tract maps submitted concurrently or as part of a master plan, as well as any discretionary development permit or other permit (Site Approval, Special Conditional Use Permit, Administrative Approval).

twice a month as workload merits. Decisions by the Design Review Board are appealable to the Planning Commission.

Residential Design Guidelines

All developers are required to prepare a set of Design Guidelines for their land holdings. The City of Chino reserves the right to add, modify, change, amend, or alter the content of the Design Guidelines as proposed by the Developer. Final approval of the Design Guidelines is vested upon the City of Chino Planning Commission. The purpose of the design guidelines is to:

- Provide consistency with The Preserve Specific Plan guiding development Principles;
- Communicate The Preserve's theme to builders, architects, landscape architects and civil engineers;
- Establish a high standard in neighborhood and home design by providing specific design criteria;
- Implement this high standard consistently to assure compatibility;
- Create attractive and comfortable streetscapes; and
- Build a neighborhood that will improve over time.

Developers controlling or having an ownership of less than 100 acres of land are not required to prepare a new set of design guidelines. These developers subject to the approval by the City of Chino Community Development Director may use the design guidelines prepared (and approved by the City of Chino) by another Developer. The proposed architectural styles and details shall be of superior quality and exceeds the design and quality of the adjacent developer.

The Design Guidelines will be used by the City of Chino's Design Review Board (DRB) to review each builder's proposal for conformance with the overall community design objectives. No intent is made to modify or amend applicable federal, state or local codes and ordinances. The Design Guidelines are to be used in conjunction with the General Plan, Specific Plan, Zoning Ordinance, Project Master Plan and Master Tentative Tract Map.

The Preserve builders and their consultants are required to read and follow these Guidelines. The requirements of the Guidelines must be incorporated in the builder's proposal to ensure approval by Design Review Board.

Components of Design Guidelines

All design guidelines should include the following sections:

1. Site Planning

- Building Orientation/Placement

- Garage Design and Placement. One of the most deadening aspects of the appearance of garages along a typical project street is their similarity. No matter how you paint them or trim them they are still large doors all lined up in the same plane. Therefore, special emphasis should be devoted to this design feature.
- Lotting Pattern. The width and length and orientation must be illustrated.
- Access and Circulation.
- Parking Areas
  - Site design.
  - Architecture.
- Landscaping/Open Space.
  - Plants and location.
  - Landscaping theme for project and for development edge.
- Fencing/Screening.
  - Perimeter for development and internal wall type for project site.
- Lighting for streets and pocket park sites.
- Utilities and Ancillary Equipment.
- Fire Safety Access.
- Transition of Density.
- Trails.
- Street Design.
- House Plotting.

2. Building Design.

- Design Theme.
  - Single family residential.
  - Multi-Family Residential.
  - Commercial.
- Architecture.
  - Architectural Styles (i.e. Monterey. Santa Barbara).
  - Specific Details for each architectural style
  - Roofing materials and styles.
  - Massing and Wall materials
  - Relationship and how it complements other architectural styles.
  - Windows and doors.
- Scale.
- Materials and Colors.
- Signing.
- Equipment Screening.

Project Submittal

- It is incumbent upon the applicant to supply the necessary materials, text and graphics to allow the City to make the required findings. The City may establish specifications for these submission requirements that augment standard City submittal requirements.
- All applicants are strongly encouraged to contact the Community Development Department prior to embarking on

development plans to determine the necessary information and level of detail.

- All applicants are also strongly encouraged to contact and coordinate with adjacent property owners to identify potential problems, conflicts and other issues of concern early in the development process. The City will expect the applicant to make a diligent effort to be aware of issues with adjacent properties, and encourage early contact and coordination among property owners in order to facilitate the development review process.

Compatibility Findings

This section addresses the need to carefully plan and coordinate development applications with adjacent and proximate properties to provide compatibility and to ensure that the provisions of this Specific Plan are implemented. The findings below apply to all land use applications and are in addition to the findings required for approval of respective development applications (tract maps, site approvals, variances, etc.) by the Zoning Ordinance. The findings are intended to ensure that the relationship of the proposed development layout, uses and building designs with respect to existing and future adjacent development are considered in the overall design of every land use application.

Findings

- The project complies with the provisions of this Specific Plan including the Guiding Development Principles listed in the Development Concept section.
- The mobility systems (cars, transit, pedestrians, bicycles, equestrian) are consistent and seamlessly connected with the mobility systems of adjacent properties. This includes, but is not limited to consistent and seamless points of vehicular egress and ingress to both public and private streets, parking lots, reciprocal access, emergency access, multi-modal trails and paseos.
- Areas intended for public use, such as public plazas, trails, sidewalks, schools, recreational facilities and paseos, are coordinated among subdivisions and that the streetscape, landscape, hardscape and public amenities are mutually compatible.
- The development proposal complies with the applicable design guidelines of this Specific Plan, any applicable master plan or design architectural guidelines and is compatible with surrounding areas, including, but not limited to building design and placement, colors, materials, height, bulk and the design of paseos, trails and other public facilities.

- Consideration and application of public safety and security are incorporated into the project design.

Disclosure

The purpose of this section is to ensure that future residents and business owner's are aware of various land uses located within The Preserve and the affects that such uses may have on property. Examples of such affects would include; noise, odors, dust and other particulates, glare, visual, flies and other insects. Requirements contained herein are in addition to the requirements of Chapter 15.40 of the Chino Municipal Code (New Home Construction) and do not replace or superceded Chapter 15.40. Notification as described below shall be required as conditions of approval for all development projects.

Notification of Existing Uses

Notification must be provided of the following uses as described on the table, "Uses Requiring Notification," located in the side bar.

Method of Notification

- Dairies and other intensive animal uses
  - In accordance with the "Right-to-Farm" section of this Specific Plan (see following section).
- IEUA Composter and the California Institute for Women
  - Recordation of notice of covenants, conditions and restrictions (CC&Rs) at the time of tentative tract, site plan, or similar development approval.
  - Through written acknowledgement as part of project application packages and shown on the deed of individual parcels and referenced in the title reports associated with the buying and selling of property.
  - Appropriate language and/or requirements shall be included as conditions of approval for the specific development project in question.
- Chino Airport
  - Requirements are the same as those for the Composter and the California Institute for Women except that information shown on the deed shall include a Noise Impact Notification Notice and an avigation easement as specified in the Chino Airport Overlay of this Specific Plan.
- Other uses required by the Director of Community Development
  - As required by the Director of Community Development, appropriate language and/or requirements shall be included as conditions of approval for the specific development project in question.

USES REQUIRING NOTIFICATION

Use	*Notification Requirement*
California Institute For Women	All properties with Residential or Business Land Use Designations.
Chino Airport	All properties with Residential or Business Land Use Designations.
Inland Empire Utilities Agency Composter	All properties within 1,320 feet of the use.
Dairies and Other Intensive Animal Uses	All properties within 1.320 feet of the use.
As required by the Director of Community Development for uses deemed to have potential negative affects.	As required by the Director of Community Development.

Right-to-Farm

Where non-agricultural land uses are located near agricultural uses, there is a potential for conflicts. These conflicts result from the inherent attributes of agricultural operations, including noise, odor, dust, smoke, operation of machinery (including aircraft), crop dusting storage and disposal of manure, flies, rodents and, where field crops or orchards are involved, the application of chemical fertilizers, soil amendments, herbicides, pesticides and the hours of operation. As a result, agricultural businesses frequently become the subject of nuisance complaints and are pressured to cease or curtail operations. These pressures may discourage further investments in farm improvements, dampen the economic viability of the City's agricultural industry and harm a vital link to the City's historic past.

There is a need to balance the rights of existing agricultural uses to continue lawful agricultural operations with the rights of homeowners and businesses. This balance can be achieved by accommodating both types of uses, and by minimizing conflicts and improving the compatibility between non-agricultural and agricultural uses.

The following provisions apply in addition to the provisions of Section 20.07.020 (Right to Farm policy) of the City of Chino Zoning Ordinance. The following shall be considered at the time of application for discretionary review, building permits, subdivision, grading, or activities that constitute development:

Continued Agricultural Use

The City of Chino shall allow continued agricultural operations within The Preserve concurrent with the planned urbanization of the area, to be achieved by the following means:

- Areas within the Specific Plan shall be designated and zoned for long-term agricultural use only where feasible and where impacts on urban development and environmental resources are limited. Where the agricultural designation is included on the Specific Plan, the uses shall, where necessary, be protected by conditions placed on adjacent proposed uses.
- The City will make information available to residents and business operators within The Preserve of the potential impacts posed by agricultural operations to urban development.
- The City shall cooperate with federal, state and other public agencies that govern agricultural activities, and support their enforcement of laws and regulations that address agricultural operations within the purview of such agencies.

Urban Transition

The City of Chino shall require property owners who utilize property within The

Preserve for both agricultural and non-agricultural uses to reduce/eliminate impacts caused by agricultural uses.

- The City of Chino shall guide property owners who concurrently develop property according to the adopted Specific Plan and operate/lease property in The Preserve for agricultural purposes, in methods for operating the agricultural uses in a manner that minimizes impacts on non-agricultural uses. This may involve but is not limited to, such measures as, requiring increased setbacks and buffers, limiting hours of operations, or other measures that will reduce conflicts. The intent is to ensure that property owners who utilize property for agricultural and non-agricultural uses take the necessary steps to reduce impacts to non-agricultural uses as part of their responsibility as "dual use" owners.

Disclosure

The City of Chino shall require notification to prospective developers, investors, residents and business operators in The Preserve of existing agricultural uses and of the City's support for their continued operations.

- Potential residents and business operators of The Preserve shall be advised of the potential problems associated with locating near agricultural operations, including noise, odor, dust, smoke, operation of machinery (including aircraft), flies, rodents, storage and disposal of manure, and where field crops or orchards are involved, the application of chemical fertilizers, soil amendments, herbicides, pesticides, and the hours of operation, and that such operations are permitted to continue at the discretion of such operators, and there is no time limit governing the cessation of such operations. Notification shall be provided through the following methods:
  - The provisions of public handouts available at the Civic Center and at new home sales and leasing offices,
  - Recordation of notice of covenants, conditions and restrictions (CC&Rs) at the time of tentative tract, site plan, or similar development approval, and
  - Through written acknowledgment as part of project application packages and shown on the deed of individual parcels and referenced in the title reports associated with the buying and selling of property.
- As a condition of development approval the City shall require developers and sellers to notify potential purchasers and operators of probable conflicts resulting from nearby agricultural uses including the requirements of Chapter 15.40 of the Chino Municipal Code.

Development Standards

- A minimum 100-foot setback shall be required between existing animal uses and buildings for residential purposes. Such intensive animal uses include

dairies, those uses that exceed the animal use restrictions (quantity and/or intensity) specified in the RD-1 Zone, Chapter 20.08 of the Chino Municipal Code, and other animal uses determined to be intensive by the Director of Community Development. The 100-foot setback may be located either on the area to be developed for residential uses, or on the adjacent property containing the intensive animal uses, or some combination thereof. The setback may only be located on the property containing the intensive animal uses if such property is restricted by an easement, or other similar restriction to the satisfaction of The Director of Community Development, guaranteeing that the area(s) comprising the setback will remain restricted from intensive animal uses.

- If the setback is located on the developing residential property it shall be measured from the outside edge of the new structures to the closest property line of the lot containing the existing intensive animal uses. If all or a part of the setback is located on the adjoining property with intensive animal uses, it shall be measured from the outside edge of the new structure to the limit of the area restricted from animal uses.
- Project applicants shall consult with the West Valley Mosquito and Vector Control District prior to application submittal regarding methods to minimize the impacts of flies and other vectors on future residents. Recommendations from the District may be incorporated into the design and construction of the project at the discretion of the City of Chino.

MOBILITY PLAN

The ability to access population and employment centers within The Preserve and throughout the surrounding area is a critical consideration of the plan. Given its regional location, limitations on north-south movement and the desire to minimize traffic congestion and air pollution, The Preserve has been specifically designed to accommodate a wide spectrum of mobility options, from vehicles, to transit, to bicycles, to pedestrian and equestrians. Mobility within The Preserve and surrounding areas will be accommodated through an efficient roadway system, bicycle and trail system, as well as an innovative transit system.

Vehicular Mobility

The Preserve is near a number of major transportation facilities including the Chino Valley Freeway (SR 71), the Pomona Freeway (SR 60), which is located about four miles north, the Riverside Freeway (SR 91), which is located approximately three miles to the south, and Interstate 15, which is located approximately four miles to the east. The most significant vehicular connections within The Preserve to these facilities are Euclid and Pine Avenues.

North and south movements are restricted by the presence of the Chino Airport, the men's and women's correctional facilities and the Prado Basin.

The vehicular circulation system for The Preserve is depicted in Figure 9, Circulation Plan. The corresponding roadway cross sections are depicted on Figures 10A through 10J. Finally, Table 6, Roadway Segment Description, presents the classifications and general configurations for the roadways within The Preserve.

Precise road alignments will be determined with final engineering design. Minor modifications to the locations of collector level roads may be approved through a master plan as approved by the City Engineer, Director of Community Development and Fire Chief. However, such change shall not cause a substantial negative impact in related intersection capacity.

The Circulation Plan features two levels of functional roadways. The first level consists of roadways of regional significance, including an expressway and primary major arterials, that cross The Preserve and serve through traffic as well as traffic generated by this project. These roadways are Euclid, Pine, Hellman and Kimball Avenues. The second level provides for internal circulation. This local internal roadway system consists of collectors and local streets.

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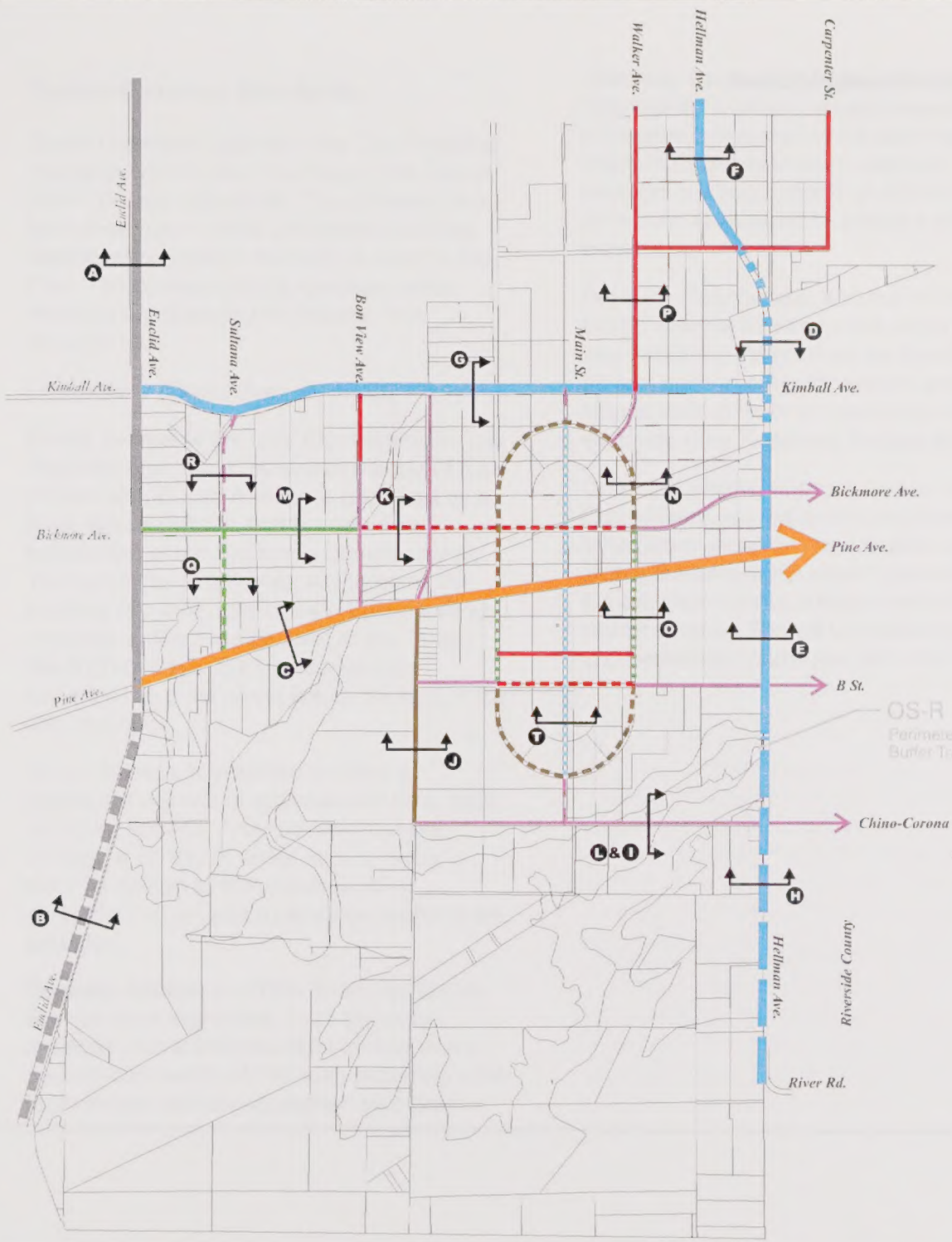
CIRCULATION PLAN



Roads

R	77' ROW	Commercial Collector, with Paseo (2 Lanes)
Q	82' ROW	Commercial Collector, with Paseo and Transit (2 Lanes)
P	74' ROW	Commercial Collector, Typical (2 Lanes)
J	83' ROW	Local Collector, with Paseo (2 Lanes)
M	94' ROW	Local Collector, with Paseo and Transit (2 Lanes)
N	89' ROW	Loop Local Collector, with Paseo (2 Lanes)
O	100' ROW	Loop Local Collector, with Paseo and Transit (2 Lanes)
I L	66' ROW	Local Collector, Typical (2 Lanes)
K	76' ROW	Local Collector, with Transit (2 Lanes)
T	90' ROW	Main Street Collector (2 Lanes)
C	130' ROW	Major Arterial, with Paseo (6 Lanes)
D	114' ROW	Major Arterial, with Paseo (4 Lanes)
E F G	104' ROW	Major Arterial, with Paseo (4 Lanes)
H	78' ROW	Major Arterial, without Paseo (4 Lanes)
A	200' ROW	Major Arterial (Expressway) North of Pine (8 Lanes)
B	200' ROW	Major Arterial (Expressway) South of Pine (6 Lanes)

Note: Alignments on the boundaries of the planning area are either outside or partially outside the Subarea 2 boundary, and are not included in acreage calculations.

B Cross Section (See figures 10A - 10J)

*To be realigned generally north of the 566-foot dam inundation elevation.

NOT TO SCALE

Section V
Figure 9

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Typical Roadway Standards

Typical roadway standards for The Preserve roadway system are based upon the City of Chino Design Standards. The following is a brief description of the proposed roadway classification system that will be used in this Plan. The corresponding roadway cross sections are depicted on Figures 10A through 10J.

Expressway (Euclid Avenue, SR83)

Euclid Avenue is the only Expressway in The Preserve and forms the western edge of the project site. Euclid Avenue is classified as a State Route (SR 83) and is under the jurisdiction of the California Department of Transportation (Caltrans), which owns the existing 200-foot right-of-way. Euclid Avenue provides a direct connection to the 71 and the 60 Freeways. Euclid Avenue also provides the most direct link to the rest of the City of Chino.

Euclid Avenue is intended to carry a significant volume of regional and local traffic at higher speeds. This roadway passes through a variety of areas and, in order to tailor its design to fit the surrounding character, urban and rural street sections are provided.

Between Kimball and Pine Avenues, Euclid Avenue is an eight-lane, high capacity roadway with a 200-foot right-of-way and a curb-to-curb width of 168-feet, including a 64-foot median with an equestrian trail (See Roadway Section A). Beyond the required 200-foot right-of-way, a landscaped easement is required to be dedicated on both sides of Euclid Avenue. In addition, an average building setback of 50 feet, 35 feet minimum, is required to create a wide boulevard.

Between Pine Avenue and the 71 Freeway, Euclid Avenue maintains the same right-of-way width but instead has six travel lanes, a 90-foot curb-to-curb dimension and a 14-foot striped median with an equestrian trail on the east side (See Roadway Section B).

On-street parking is prohibited on an Expressway, except on the shoulder in emergency situations and access to this facility is restricted in order to minimize turning movement conflicts and maintain higher speeds. Shared bicycle lanes (Class I) and pedestrian paths are provided.

Class I Bicycle Lane. Provides for bicycle travel on a right-of-way completely separated from any street or highway.

Class II Bicycle Lane. Provides a striped lane for one-way travel on a street or highway with signage identifying bicycle routes.

Class III Bicycle Lane. Provides for shared use with pedestrian or major vehicle traffic. Signage identifies the road as a bicycle route. No special striping is provided for bicyclists.

Pine Avenue/Main Street

The treatment of the Pine Avenue/Main Street intersection is a critical component of The Preserve. In order for the Community Core to function effectively to connect the two sides of Pine Avenue, and to help maintain a vibrant community core, a seamless pedestrian connection must be provided across Pine Avenue. Due to its importance, a separate study was prepared. See Appendix 3 for details.

Hellman Avenue

Hellman Avenue is the boundary between San Bernardino and Riverside Counties. In Riverside County, Hellman Avenue is classified as a secondary highway. In Riverside County secondary highways have an 88' right-of-way with a curb-to-curb width of 54'. This includes four, 12' travel lanes and 8' between the curb and inside lane. A 6' sidewalk and 6' landscape strip is also included. This varies with the street sections for The Preserve. The City intends to coordinate the ultimate street section for Hellman Avenue with the County of Riverside.

Major Arterial (Pine Avenue)

Pine Avenue is intended to accommodate a significant volume of regional and local traffic at higher speeds. A Major Arterial is a six-lane, high capacity roadway with a minimum 130-foot right-of-way and a curb-to-curb width of 90 feet, including a 14-foot landscape median. On-street parking is prohibited, except in emergency situations, and access is controlled to reduce conflict points and maintain higher speeds. Shared bicycle lanes (Class I) and pedestrian paths are provided. (See Roadway Section C).

Pine Avenue is the only Major Arterial in The Preserve and serves as an important east-west link between the 71 Freeway, west of the plan area, and the I-15 Freeway in Riverside County.

Pine Avenue divides The Preserve into a northern and southern half and serves as the primary east-west roadway in the project area. Due to its significance, special landscaping and setback treatment are required. These are detailed in the Design Guidelines section. Fifty-foot Paseos are provided on both sides of Pine Avenue to help define the unique character of The Preserve.

Due to the nature of this roadway, access to and across Pine Avenue is limited to major intersections. The treatment of the Pine Avenue/Main Street intersection is a critical component of The Preserve (see sidebar).

Beyond the required 103-foot right-of-way, a 30-foot easement is required to be dedicated on each side of Pine Avenue. This easement may be narrowed within the Community Core if approved by the City Engineer and Director of Community Development.

Major Arterial (Hellman and Kimball Avenues)

A Major Arterial is intended to accommodate a significant volume of traffic and provide access to collectors, some local collectors and major traffic generators. There are five unique roadway sections for the Kimball and Hellman Avenues, as shown on Roadway Sections D, E, F, G and H. Each of the roadway sections has four travel lanes; however, the required right-of-way varies between 78 feet and 114 feet and the curb-to-curb width varies between 58 feet and 66 feet. A 14-foot landscaped median is included on Kimball Avenue and on Hellman Avenue north of the linear buffer. As shown on Roadway Section H, there is no median included on Hellman Avenue south of the linear buffer.

Beyond the various required rights-of-way for this street section, some street segments also require an additional dedicated easement. Particularly, a 10-foot easement is required on the west side of Hellman Avenue between Remington Avenue the SCE Easement. A 20-foot easement is required on the west side of Hellman Avenue between Merrill Avenue and Remington and between the SCE Easement and the linear buffer. A 20-foot easement is required on the south side of Kimball Avenue

between Hellman Avenue and Chino-Corona Road.

Shared bicycle lanes (Class I) and pedestrian paths are provided on Hellman Avenue from Merrill Avenue to the liner buffer and along Kimball between Hellman and Euclid Avenue. Equestrian trails are provided along Hellman Avenue between Remington Avenue and the SCE Easement.

On-street parking is prohibited on the Major Arterial, except for emergency situations on the shoulder, and access to this facility is controlled in order to minimize potential conflicts.

Kimball Avenue extends east into the Eastvale Community Plan area of Riverside County and west, past the Chino Correctional Facility, into the remainder of the City. A portion of Kimball Avenue, between Euclid Avenue and Cucamonga Avenue, forms the northern boundary of The Preserve. Hellman Avenue runs north to south and provides a critical connection between Ontario to the north and River Road. River Road eventually joins the 91 Freeway in Corona. The majority of Hellman Avenue forms the eastern boundary of The Preserve.

A wide paseo is included on this street section to provide mobility options and to provide an open space edge, which creates a separation between adjacent communities and the Chino Airport and helps to identify The Preserve.

Local Collector (e.g. Bickmore, Sultana, Bon View, Walker, Loop Road, Chino Corona, Carpenter, and A and B Streets)

A Local Collector is intended to accommodate the bulk of local traffic, provide connections with arterials and local streets, and provide immediate access to each land uses. On-street parking is permitted in certain locations and exclusive (Class I) or striped (Class II) bicycle lanes are accommodated depending upon the location of the roadway. Dwellings may not front on the collector streets except side loaded (corner) and rear loaded dwellings may front on if such dwellings are approved by the Director of Public Works and the Director of Community Development.

A Local Collector has two travel lanes; however, the pavement and right-of-way widths vary depending upon the character of the surrounding land uses and the functions of the roadway itself. The configuration of Local Collectors varies depending on the character of adjacent land uses, either residential and commercial, and whether the roadway accommodates a dedicated transit lane and/or paseo. The residential roadway sections are shown on Roadway Sections I through O and the commercial oriented collectors are shown on Roadway Sections P through R.

The Loop Road is classified as a Local Collector; however, due to its prominence unique street sections are provided, see Roadway Sections N and O. In addition to the

Chino-Corona Road

It is important tot note that Chino-Corona Road is identified as a Local Collector. The alignment shown on the circulation plan reflects the existing alignment. This alignment is subject to change to reduce costs and environmental conflicts associated with crossing Mill Creek. The precise alignment will be determined by the City and may shift north to generally follow the northern edge of the linear park (the 566 ft. dam inundation elevation).

required right-of-way for the Loop Road East and West, a six-foot easement is required on both sides of the street. On the outside of the Loop Road, a 24-foot open area is required within which a minimum eight-foot landscaped area and a minimum five-foot wide meandering sidewalk are located.

Main Street

Main Street, which traverses the Community Core, is intended to have an entirely different character than other roadways in The Preserve. Its focus is upon the pedestrian and the experience of the shopper and visitor. Vehicular traffic is not the focus of this street segment. Main Street is purposefully narrow to help slow and "calm" traffic. On-street parking is limited and angled to help narrow the street (See Roadway Section T).

A wide sidewalk is provided to enhance the experience of the pedestrian. The sidewalk is intended to accommodate outdoor dining, street furniture, planters, public art and other pedestrian amenities. Curb bulb-outs, special paving treatments, pedestrian signal priority and mid-block crossings, are encouraged to facilitate the use of Main Street by the pedestrian and identify crossing areas provided a minimum paved width of 26 feet (excluding parking) is maintained. Beyond the boundaries of the Loop Roads, Main Street can return to a local collector.

In addition, alternate roadway sections on the extreme north and south ends of Main Street within the Loop Road may be utilized as part of a master plan and if approved by the Director of Public Works, Director of Community Development and the Fire Chief.

Local Streets

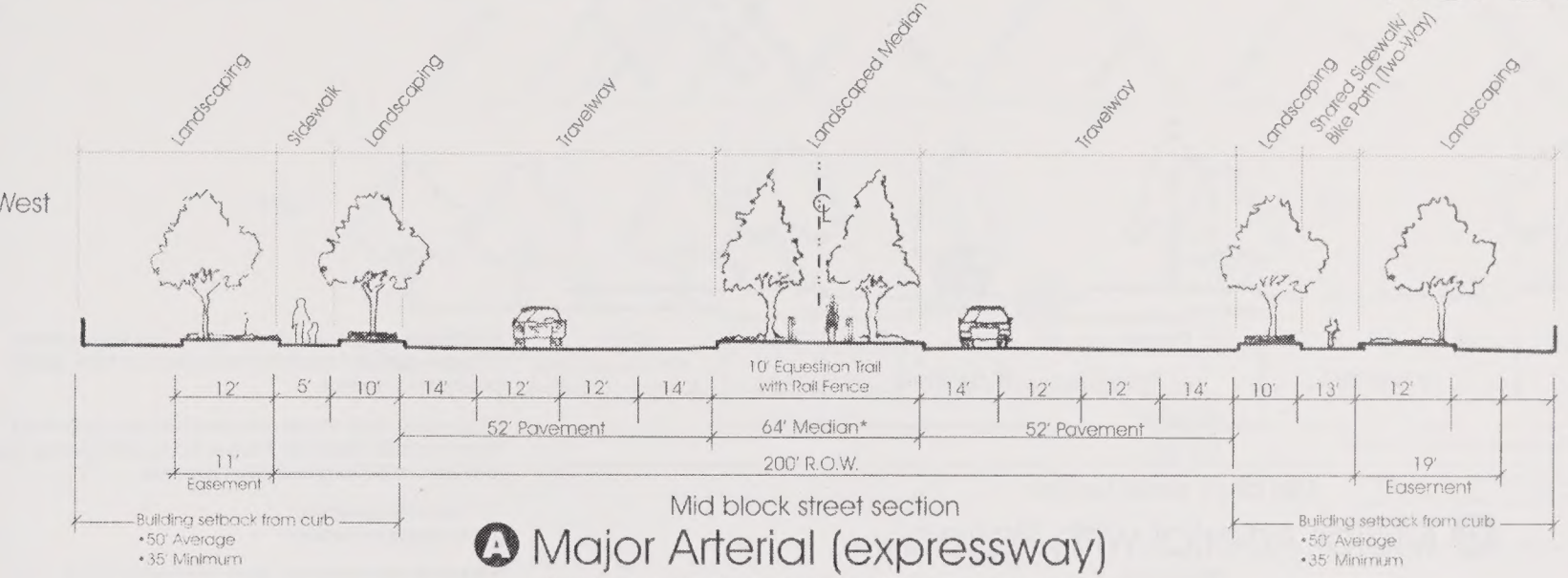
Local Streets are the streets within each tract or development project and provide direct access to individual parcels. These streets are not depicted on the Circulation Plan, Figure 9.; however, a typical Local Residential street is depicted in Roadway Section S.

In the Estate Residential Land Use designation, the local streets are encouraged to be rural in nature. The General Plan "Rural Local" street section shall be a guideline for local streets in this land use designation.

The local street section may be modified on a case-by-case basis if approved by the Fire Chief, the City Engineer and the Director of Community Development. Although the location of the local street network is not defined, intersection and driveway spacing guidelines will be developed as an implementation measure of this Specific Plan.

☞ *Please see the discussion for Pine Avenue and the appendices for the Pine Avenue/Main Street Intersection Study for additional detail.*

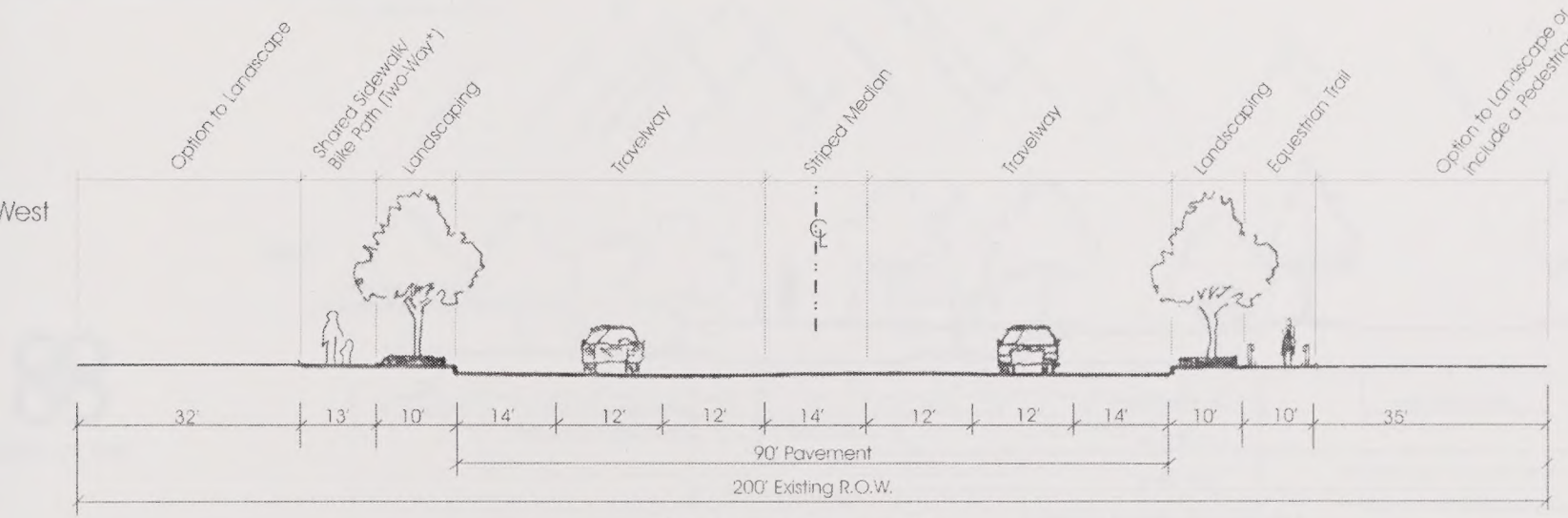
ROADWAY SECTIONS



Mid block street section

A Major Arterial (expressway)

Euclid Ave. between Kimball & Pine Avenues
(no on-street parking)



Mid block street section

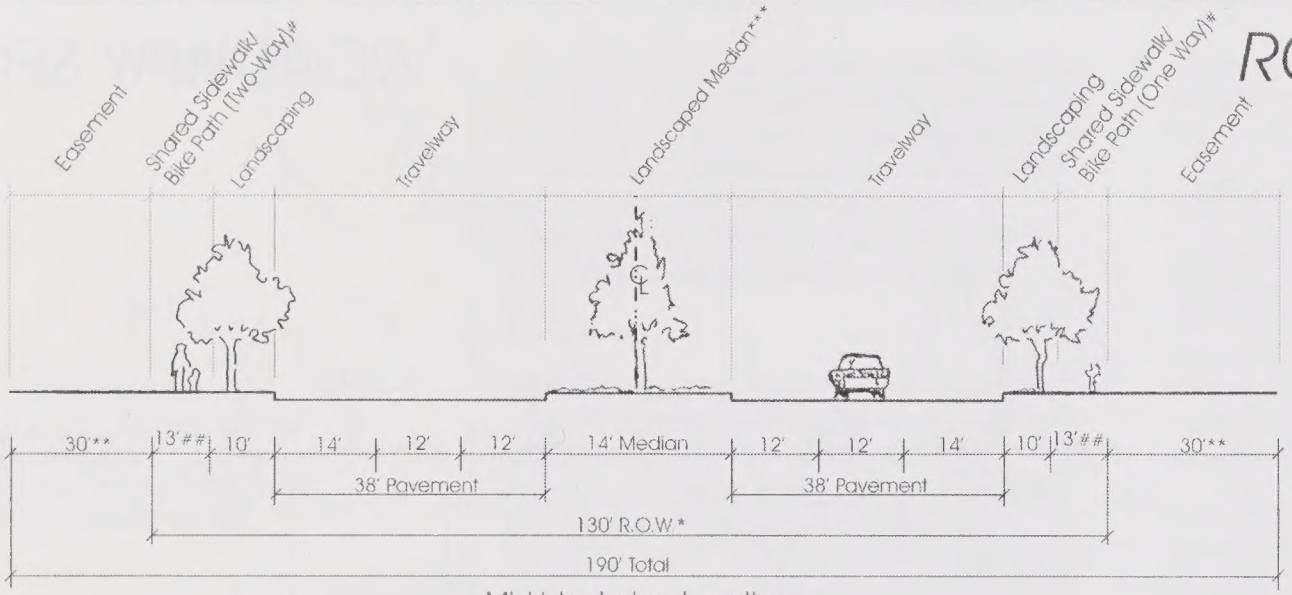
B Major Arterial (expressway)

Euclid Avenue south of Pine Avenue
(no on-street parking)

*May ultimately be located on either the west or east side of the street depending on final design.

NOT TO SCALE

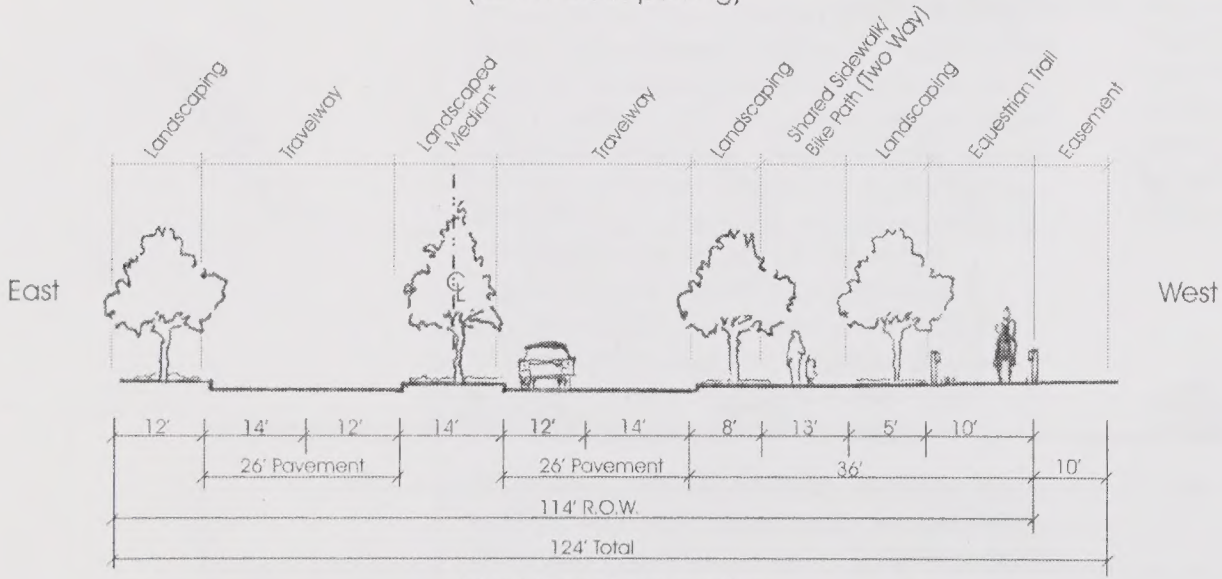
ROADWAY SECTIONS



Mid block street section

C Major Arterial with Paseo

Pine Ave.
(no on-street parking)



Mid block street section

D Major Arterial with Paseo

Hellman Ave. from SCE easement to Remington Ave.
(no on-street parking)

*Additional right-of-way will be required for the turn lanes at Euclid Avenue, Loop Road West and East, Main Street and Hellman Avenue.

**The easement may be narrowed between Loop Road West and Loop Road East if approved by the City Engineer and Director of Community Development.

***Turn lanes assumed as necessary in medians

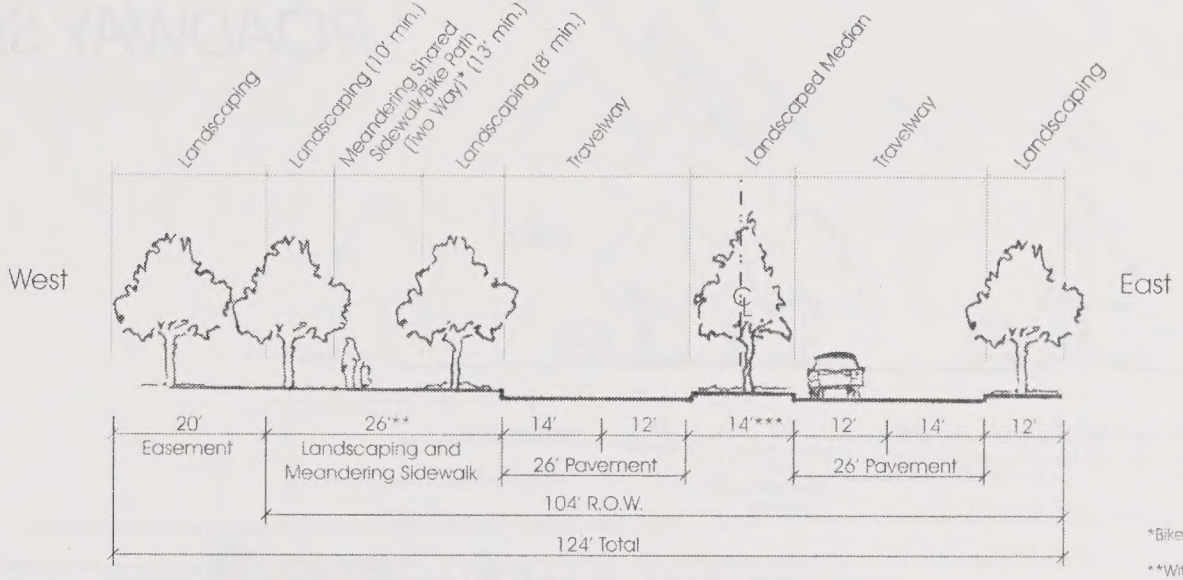
#Sidewalk may meander with a minimum of 10' of landscaping on either side.

##3' of shared sidewalk located within easement so total R.O.W. remains 130'.

*Turn lanes assumed as necessary in medians

NOT TO SCALE

ROADWAY SECTIONS



Mid block street section

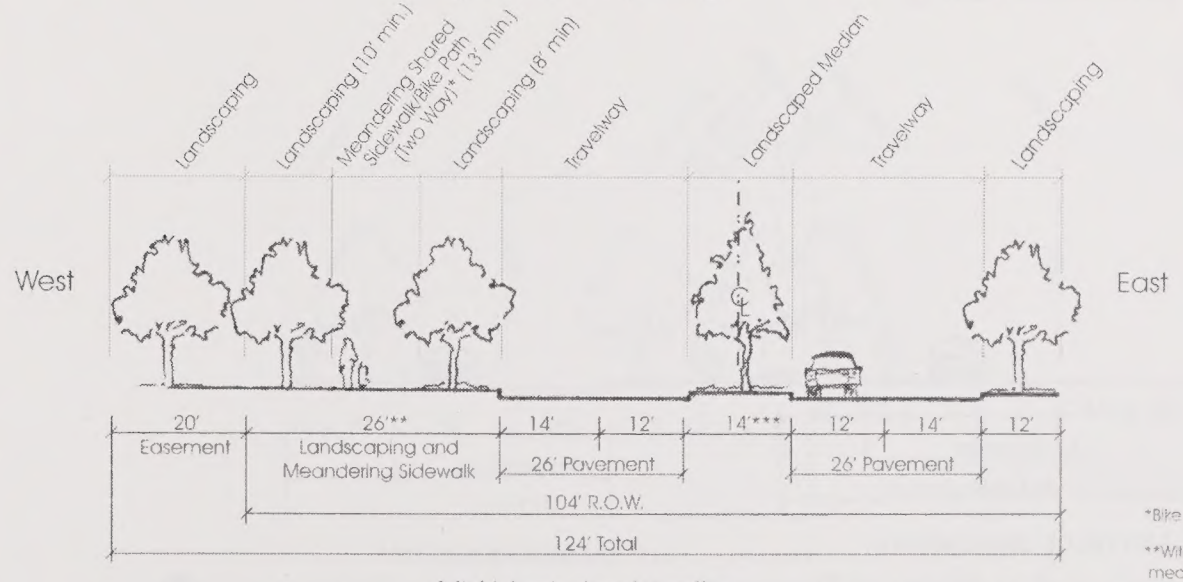
E Major Arterial with Paseo

Hellman from SCE easement to linear buffer
(no on-street parking)

*Bike path (8') and sidewalk (5') may be separated.

**Within the 26' landscaping and meandering sidewalk area, the sidewalk may meander; however, the minimums for each component (10', 13', and 8') must be maintained.

***Turn Lanes assumed as necessary in medians.



Mid block street section

F Major Arterial with Paseo

Hellman from Merrill to Reminton

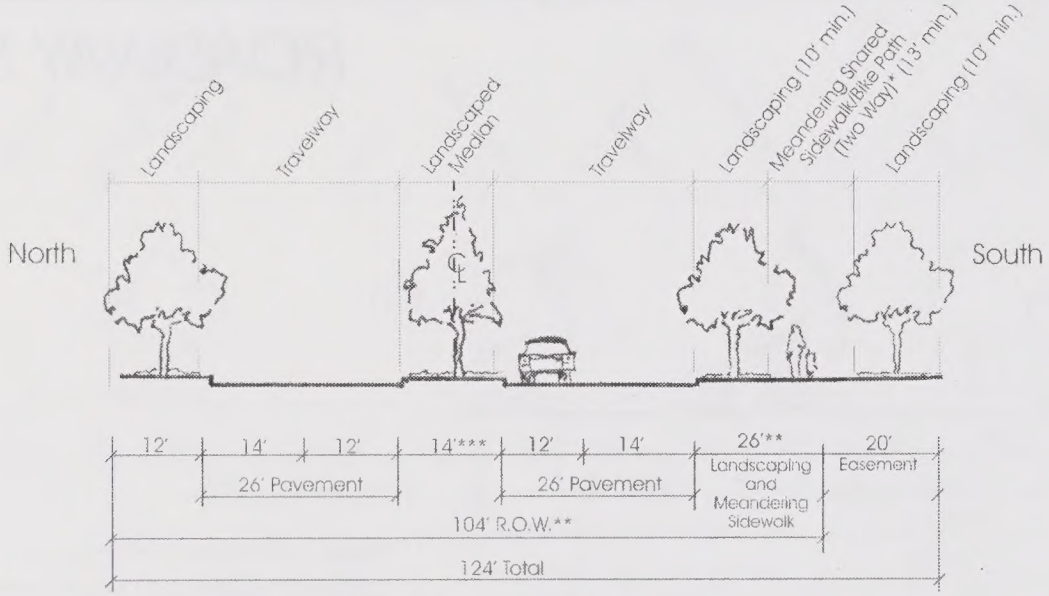
*Bike path (8') and sidewalk (5') may be separated.

**Within the 26' landscaping and meandering sidewalk area, the sidewalk may meander; however, the minimums for each component (10', 13', and 8') must be maintained.

***Turn Lanes assumed as necessary in medians.

NOT TO SCALE

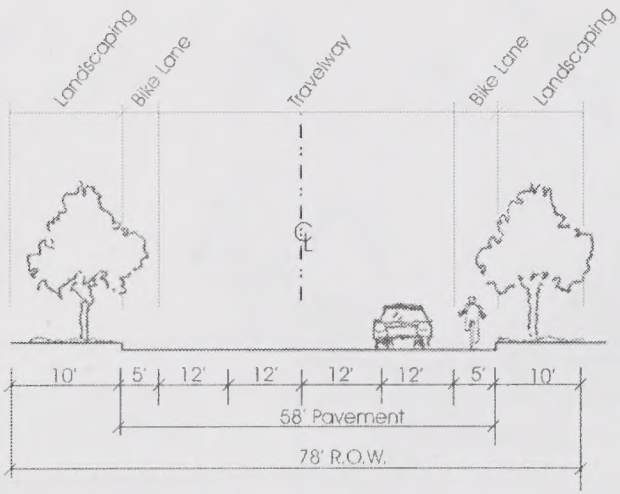
ROADWAY SECTIONS



Mid block street section

G Major Arterial with Paseo

Kimball Ave.
(no on-street parking)



Mid block street section

H Major Arterial without Paseo

Hellman Ave. south of linear buffer
(no on-street parking)

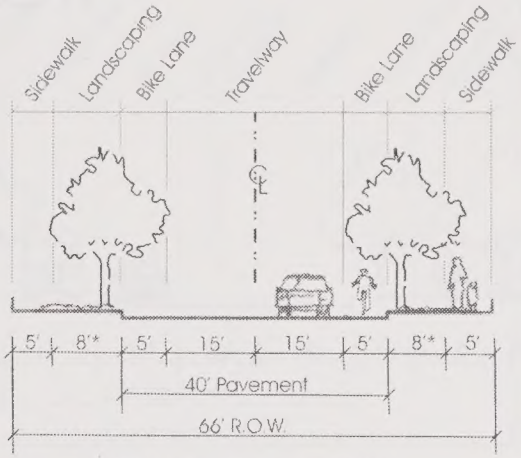
*Bike path (8') and sidewalk (5') may be separated.

**Within the 26' landscaping and meandering sidewalk area, the sidewalk may meander; however, the minimums for each component (10', 13, and 10') must be maintained.

***Turn Lanes assumed as necessary in medians.

NOT TO SCALE

ROADWAY SECTIONS

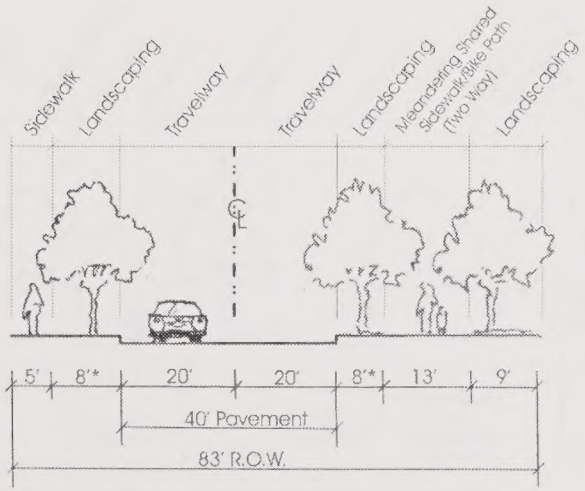


Mid block cross section

I Local Collector, Typical

(with bike lane, no on-street parking)

*On Bickmore, east of the Loop Road, an additional 2' is required in the landscaping area within the right-of-way (10' total).



Mid block cross section

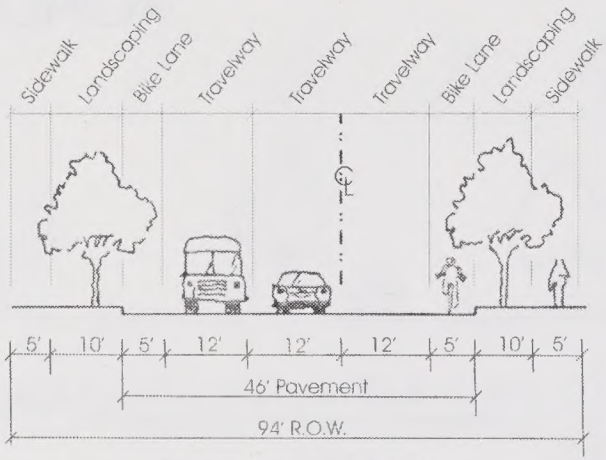
J Local Collector, with Paseo

(no on-street parking)

*On Bickmore, east of the Loop Road, an additional 2' is required in the landscaping area within the right-of-way (10' total).

NOT TO SCALE

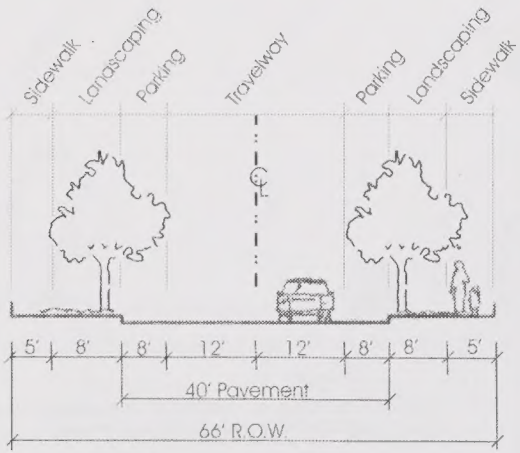
ROADWAY SECTIONS



Mid block cross section

K Local Collector, with Transit

Bickmore, Bon View to Loop Road East
(no on-street parking)



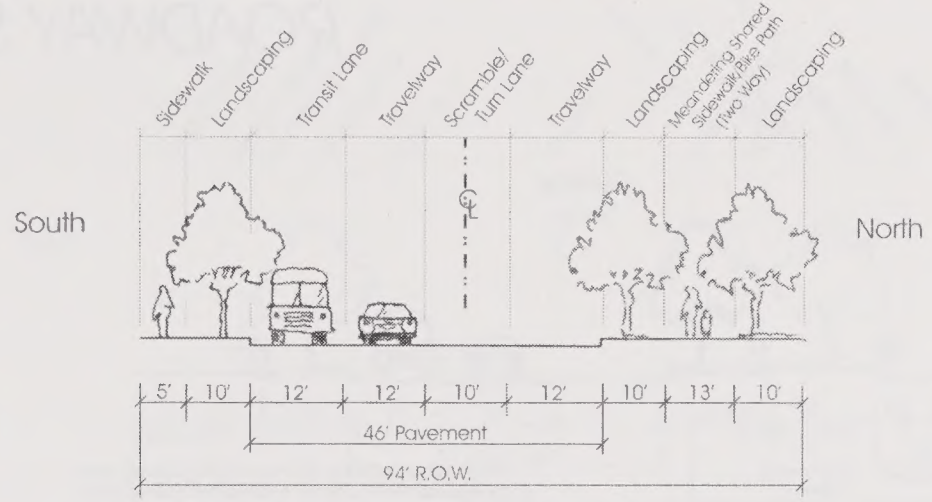
Mid block cross section

L Local Collector, Typical

(with parking)

NOT TO SCALE

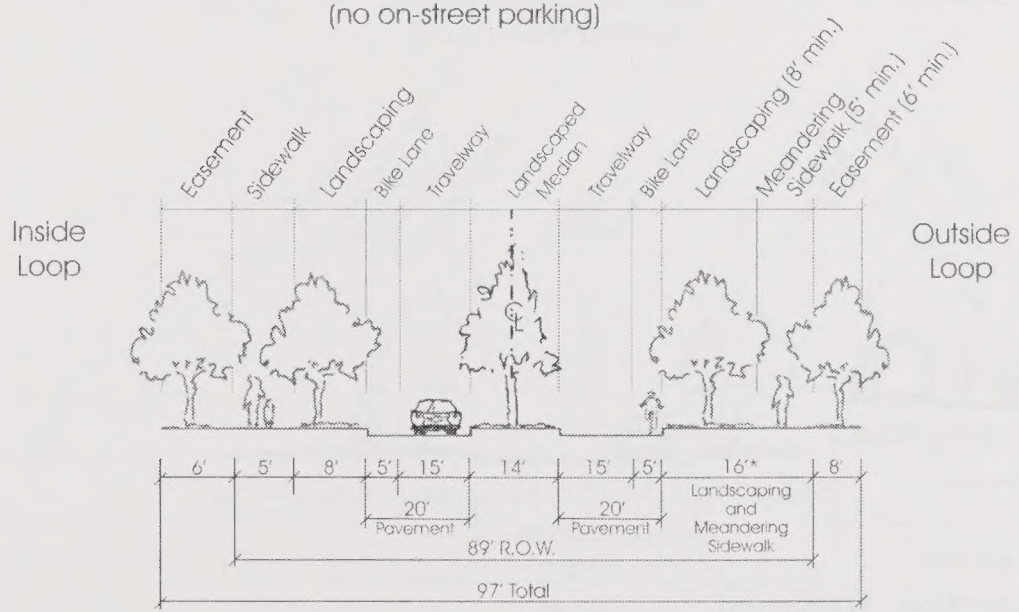
ROADWAY SECTIONS



Mid block street section

Ⓜ Local Collector with Transit & Paseo

Bickmore, Euclid to Bon View &
"B" Street between East and West Loop Road
(no on-street parking)



Mid block street section

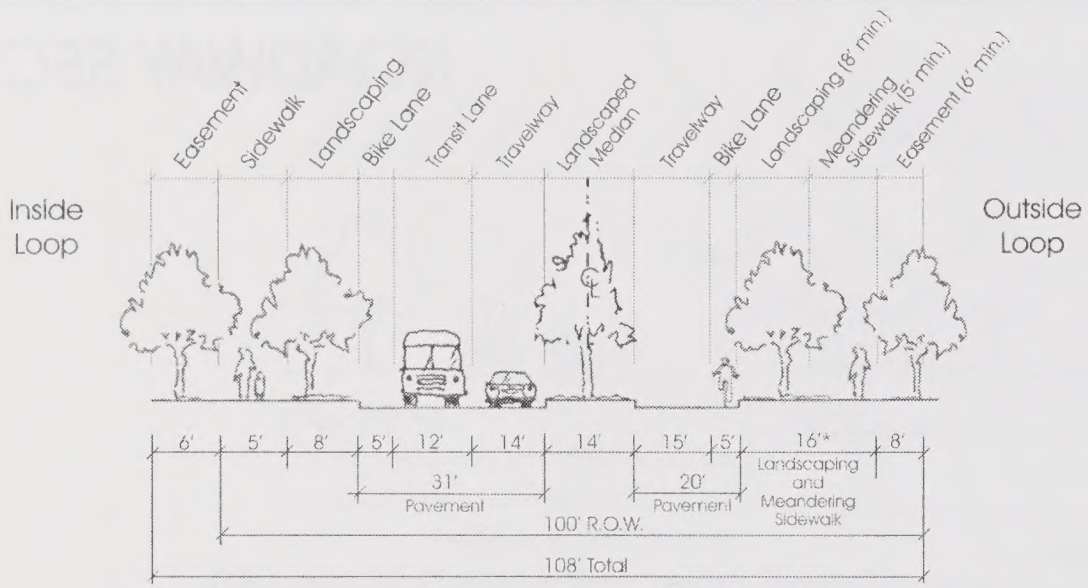
Ⓝ Loop Local Collector with Paseo

(no transit and no parking)

*Within the landscaping and meandering sidewalk area, the sidewalk may meander; however the minimums for each component (8', 5') must be maintained.

NOT TO SCALE

ROADWAY SECTIONS

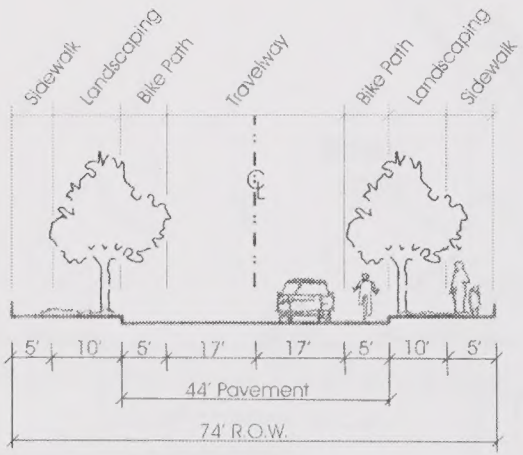


Mid block street section

O Loop Local Collector with Paseo & Transit

(without on-street parking)

*Within the landscaping and meandering sidewalk area, the sidewalk may meander, however the minimums for each component (8', 5') must be maintained.



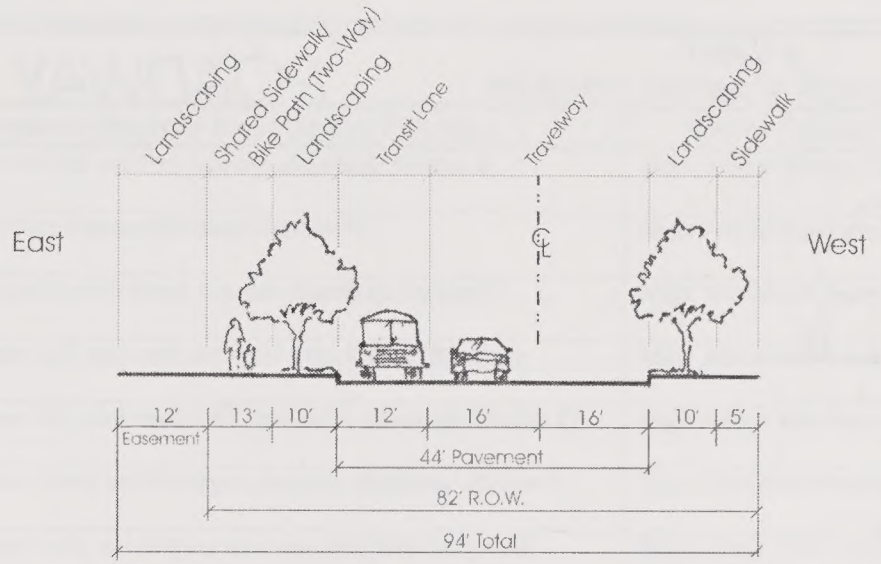
Mid block cross section

P Commercial Collector, Typical

(no on-street parking)

NOT TO SCALE

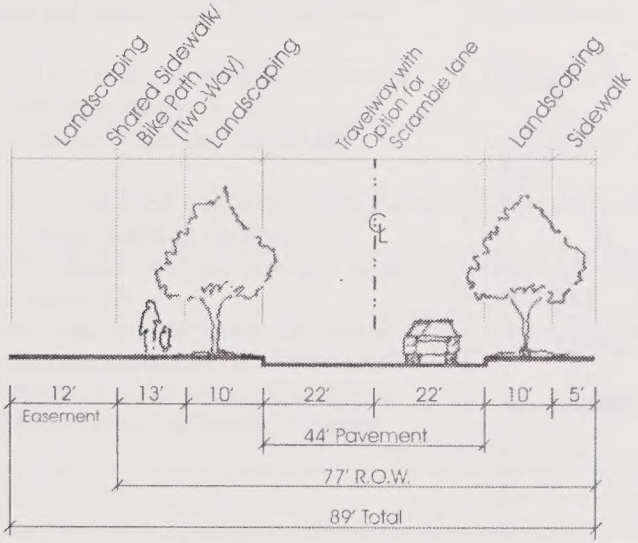
ROADWAY SECTIONS



Mid block street section

Q Commercial Collector with Paseo & Transit

Sultana south of Bickmore
(no on-street parking)



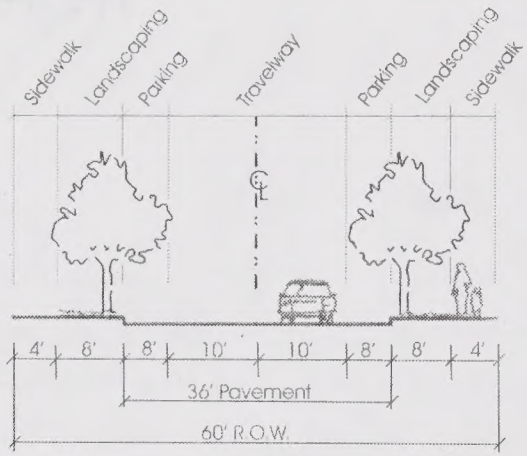
Mid block street section

R Commercial Collector with Paseo

(no on-street parking)

NOT TO SCALE

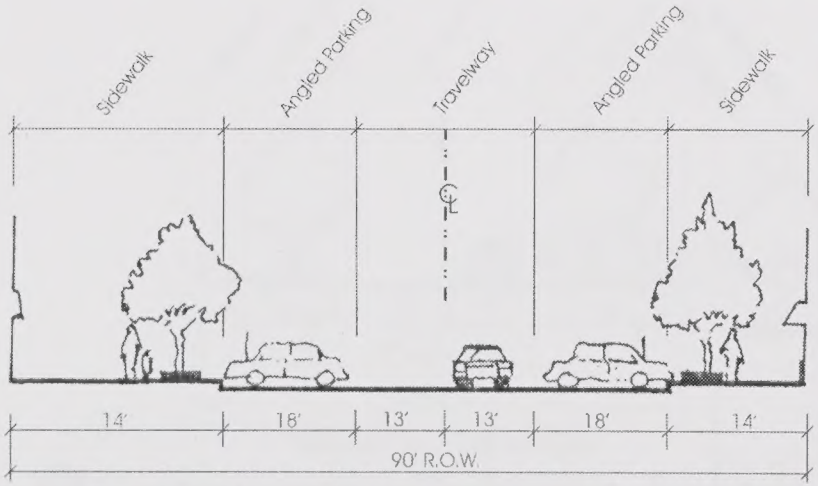
ROADWAY SECTIONS



Mid block street section

S Typical Local Residential

General Access within a tract
(with on-street parking)



T Main Street Collector

(angled parking)

NOT TO SCALE

TABLE 6
ROADWAY SEGMENT DESCRIPTION

Roadway Segment (Roadway Cross Section Reference [1])	*Roadway Classification*	*General Roadway Configuration [2]*
Euclid Avenue between Kimball and Pine Avenues (***Roadway Section A***)	Major Arterial (Expressway)	200' ROW. with 8 travel lanes, raised median, multi-purpose trail, equestrian trail, sidewalk, and paseo
Euclid Avenue south of Pine Avenue (***Roadway Section B***)	Major Arterial (Expressway)	200' ROW. with 6 travel lanes, striped median, multi-purpose trail, equestrian trail, and paseo
Pine Avenue between Euclid and Hellman Avenues (***Roadway Section C***)	Major Arterial with Paseo	130' ROW. with 6 travel lanes, raised median, multi-purpose trails, and paseo
Hellman Avenue between SCE easement and Remington Avenue (***Roadway Section D***)	Major Arterial with Paseo	114' ROW. with 4 travel lanes, raised median, multi-purpose trail, equestrian trail, and paseo
Hellman Avenue between SCE easement and Linear Buffer (***Roadway Section E***)	Major Arterial with Paseo	104' ROW. with 4 travel lanes, raised median, multi-purpose trail, and paseo
Hellman Avenue between Merrill and Remington Avenues (***Roadway Section F***)	Major Arterial with Paseo	104' ROW. with 4 travel lanes, raised median, multi-purpose trail, and paseo
Kimball Avenue between Euclid and Hellman Avenues (***Roadway Section G***)	Major Arterial with Paseo	104' ROW. with 4 travel lanes, raised median, multi-purpose trail, and paseo
Hellman Avenue south of the Linear Buffer (***Roadway Section H***)	Major Arterial without Paseo	78' ROW. with 4 travel lanes and on-street bicycle lanes
Chino-Corona Road east-west; Chino-Corona Road north of Pine Avenue; Bon View Avenue north of Pine Avenue to the AR designation; Bickmore Avenue between Loop Road East and Hellman Avenue; B Street between Chino-Corona Road and Loop Road West and between Loop Road East and Hellman Avenue; and Walker Avenue between Kimball Avenue and Loop Road East (***Roadway Sections I and L***)	Local Collector, Typical	66' ROW. with 2 travel lanes, sidewalks, and with or without bicycle lanes and parking
Chino-Corona Road between Pine Avenue and Chino-Corona Road east-west (***Roadway Section J***)	Local Collector with Paseo	83' ROW. with 2 travel lanes, multi-purpose trail, sidewalk, and paseo
Bickmore Avenue between Bon View and Loop Road East and B Street between Loop Road East and Loop Road West (***Roadway Section K***)	Local Collector with Transit	76' ROW. with 2 travel lanes, on-street bicycle lanes, transit lane, and sidewalks
Bickmore between Euclid and Bon View Avenues (***Roadway Section M***)	Local Collector with Transit and Paseo	94' ROW. with 2 travel lanes, striped median, multi-purpose trail, sidewalk, transit lane, and paseo
Loop Road East and West south of B Street; Loop Road West north of Pine Avenue; and Loop Road East north of Bickmore Avenue (***Roadway Section N***)	Loop Local Collector with Paseo	89' ROW. with 2 travel lanes, raised median, on-street bicycle lanes, sidewalks, and paseo
Loop Road West between B Street and Pine Avenue and Loop Road East between B Street and Bickmore Avenue (***Roadway Section O***)	Loop Local Collector with Paseo and Transit	100' ROW. with 2 travel lanes, raised median, on-street bicycle lanes, sidewalks, transit lane, and paseo
Remington Avenue between Walker Avenue and Carpenter Street; Carpenter Street between Merrill Avenue and Remington Avenue; Walker Avenue between Merrill Avenue and Kimball Avenue; A Street between Loop Road East and Loop Road West; and Bon View Avenue between Kimball Avenue and the AR designation (***Roadway Section P***)	Commercial Collector, Typical	74' ROW. with 2 travel lanes, on-street bicycle lanes, and sidewalks

TABLE 6
ROADWAY SEGMENT DESCRIPTION

Roadway Segment (Roadway Cross Section Reference [1])	*Roadway Classification*	*General Roadway Configuration [2]*
Sultana Avenue between Bickmore Avenue and Pine Avenue (***Roadway Section Q***)	Commercial Collector with Paseo and Transit	82' ROW. with 2 travel lanes, multi-purpose trail, sidewalk, transit lane, and paseo
Sultana Avenue between Bickmore Avenue and Kimball Avenue; Main Street between Chino-Corona Road and the southern end of the Loop; and Main Street between the northern end of the Loop and Kimball Avenue (***Roadway Section R***)	Commercial Collector with Paseo	77' ROW. with 2 travel lanes, multi-purpose trail, sidewalk, and paseo
Main Street between the northern and southern ends of the Loop (***Roadway Section T***)	Main Street Collector	90' ROW. with angled parking and 14' sidewalks

[1] See Figures 10A through 10 J, Roadway Sections, for the relative cross section.

[2] Typical roadway configurations are provided in this table; however, variations in design may occur to account for turn lanes or other concepts as described in the Specific Plan

Truck Routes

As shown in Figure 11, Truck Routes, The Preserve's mobility system accommodates truck trips on the roadways where the most truck trips occur. That is, on the regional arterials within and adjacent to the light industrial, airport related and regional commercial land uses. In addition, the truck routes are located so as to minimize impacts on noise sensitive uses, such as residences and schools.

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TRUCK ROUTES

Truck Route

Connection to
Off-Site Truck Route

NOT TO SCALE

Section V
Figure 11

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Transit Mobility

The Preserve accommodates an innovative transit system. The transit system is intended to provide a viable option to the motor vehicle by providing continuous, convenient service to the area. The concept for the transit system is a two-tiered structure consisting of the local, on-site transit service and the regional bus service.

The on-site transit service is envisioned as a one-way (clockwise), continuous loop on dedicated or prioritized travel lanes. A conceptual transit route is depicted in Figure 12, Potential Transit System. The Potential Transit System is assumed in the Circulation Plan and roadway sections, which are described above.

The transit system is envisioned to provide continuous service with the goal of approximately 10-minute headways at buildout. The transit stops are intended to serve major features, such as the Community Core, and areas of concentrated residential uses. The stops are spaced to serve an approximate walking distance of a quarter mile and help maintain the 10-minute headway. The transit stops are also intended to serve as connection points with regional transit systems.

At this point, the locations of the transit stops are conceptual. The exact location will be determined when adjacent development plans are submitted.

Interim Use of the Transit System

Until such time as the transit system is operational, the transit lanes depicted on the street sections and the circulation plan may be used for bicycle lanes, sidewalks and landscaped open space on an interim basis. Permanent structures, such as light standards or utility boxes, are not allowed within the transit lanes.

Bicycle Mobility

The bicycle is another viable mobility option in The Preserve. As shown in Figure 13, Bicycle Plan, the bicycle system is connected with major features of The Preserve and with the regional bicycle system. The bicycle system is composed of on-street (Class II) and off-street (Class I) pathways. In many instances, the Class I facilities are incorporated into the Community Paseo and Open Space System, described in further detail below.

The standards for the bikeway system in The Preserve are based on those found in the Circulation Element of City of Chino General Plan.

Class I Bicycle Lane. Provides for bicycle travel on a right-of-way completely separated from any street or highway.

Class II Bicycle Lane. Provides a striped lane for one-way travel on a street or highway with signage identifying bicycle routes.

Class III Bicycle Lane. Provides for shared use with pedestrian or major vehicle traffic. Signage identifies the road as a bicycle route. No special striping is provided for bicyclists.

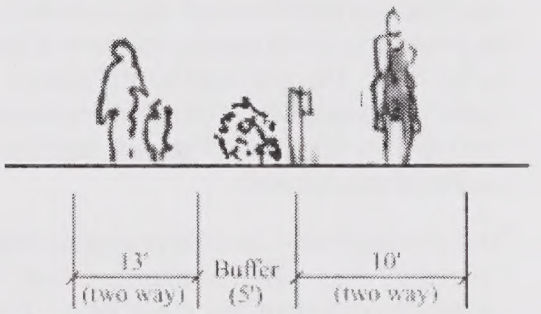
For more information on the City's Congestion Management and Trip Reduction Ordinance, please see Chapter 20.16 of the Chino Zoning Ordinance.

Equestrian System

The Preserve accommodates equestrians with an extensive system of trails. As shown in Figure 14, Equestrian Plan, the equestrian system connects the Multi-Purpose Open Space Feature to the south with the rest of the community. Equestrian trail links to the region are provided to Chino Hills State Park to the southwest, the planned Crest-to-Coast Trail to the South, and a trail planned by the County along the Cucamonga Creek Channel to the east.

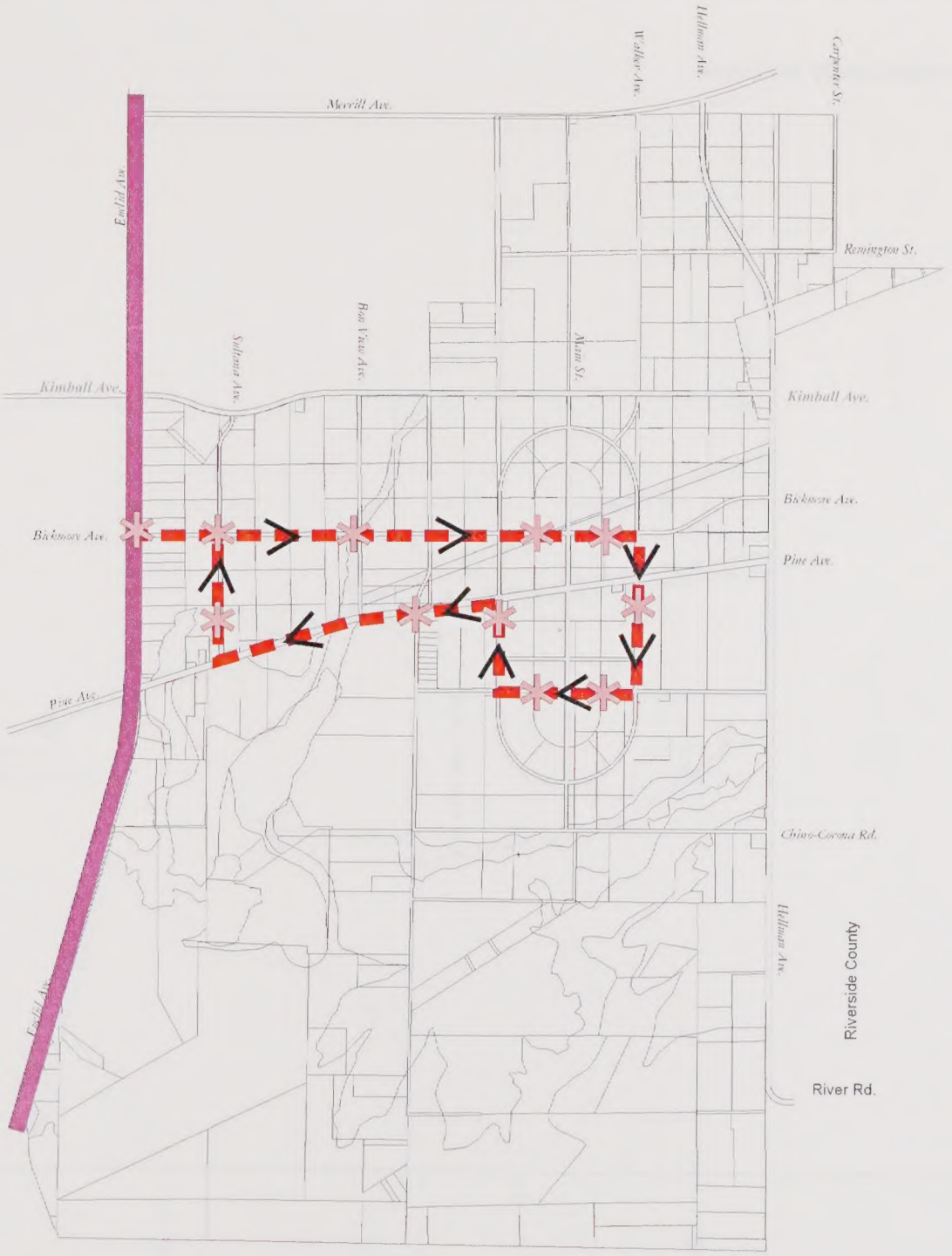
Portions of the Community Paseo and Open Space System incorporate equestrian trails. As shown on Figure 14, the equestrian trails are located in the Estate Residential land use designation, along Hellman and Euclid Avenues and along the SCE easement.

The adjacent typical trail system shall apply to the Community Paseo and Open Space System.



Combined Bicycle, Hiking and Equestrian Trails

POTENTIAL TRANSIT SYSTEM



Potential Regional Transit Line

Local Transit Loop (Direction of Travel)

Conceptual Transit Stops

NOT TO SCALE

Section V
Figure 12

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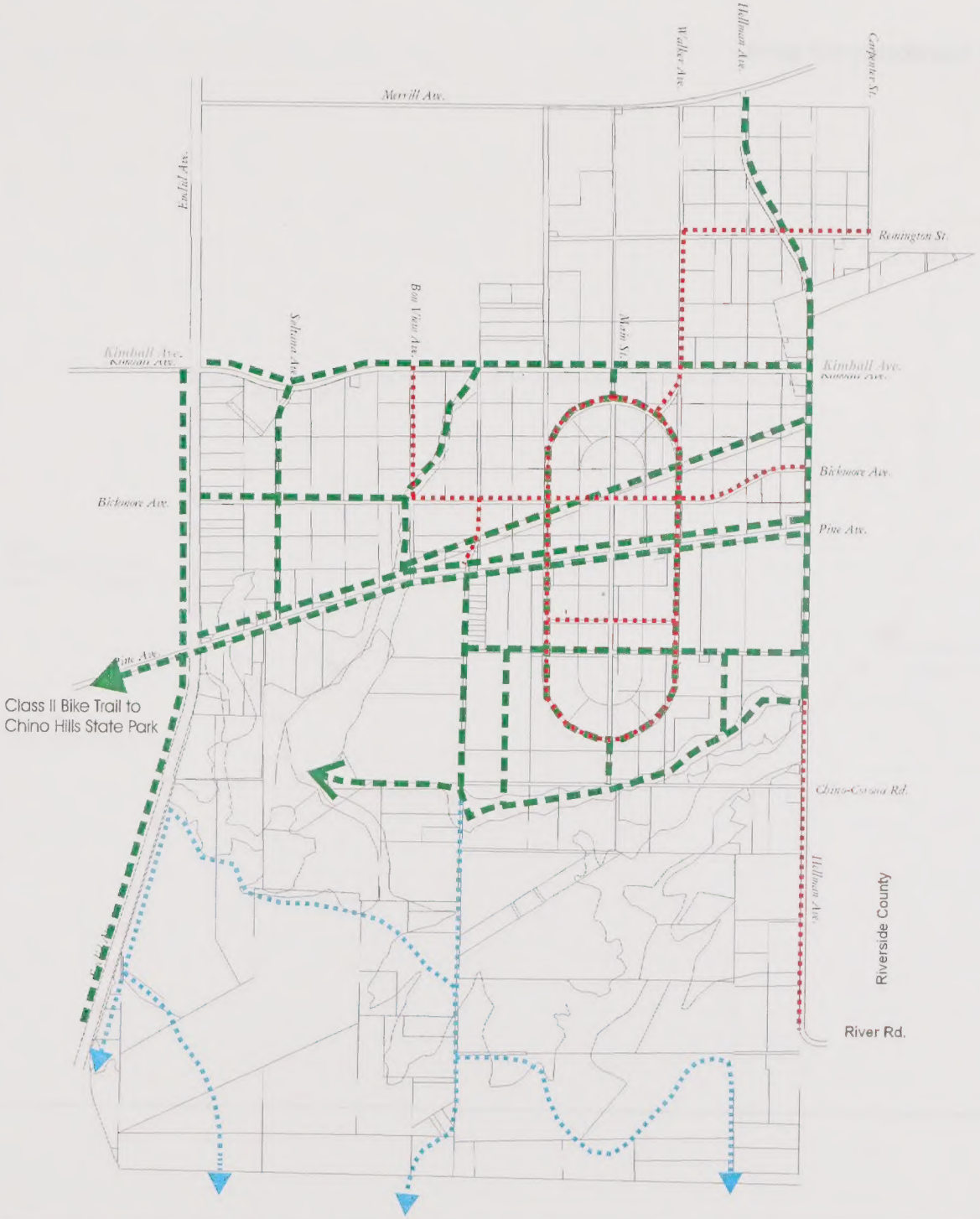
BICYCLE PLAN



- Community Paseo and Open Space System (Includes Class I Bicycle Facility)
- Class II Bicycle Facility
- Potential Link to Crest to Coast Trail

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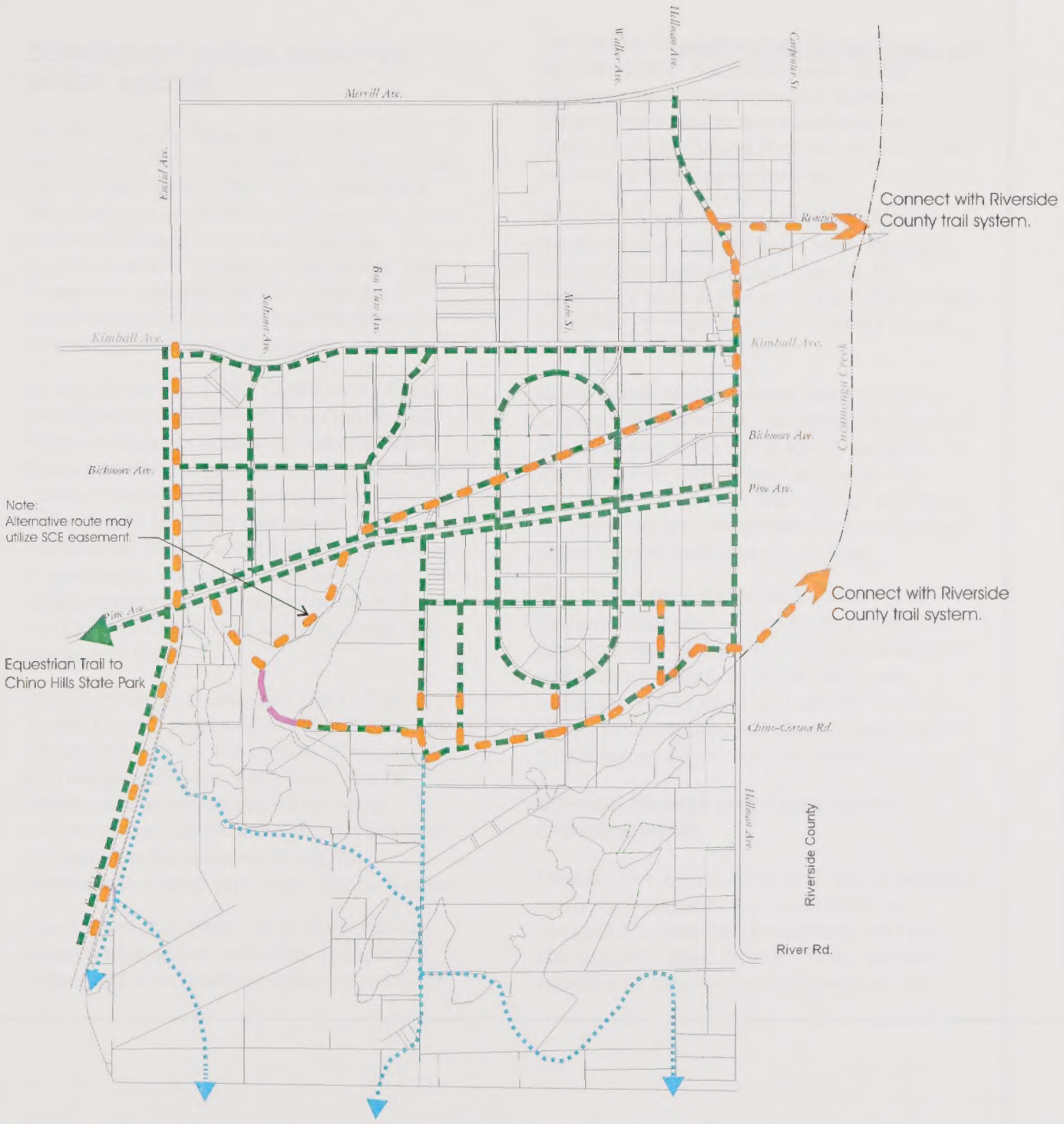
EQUESTRIAN PLAN



- Community Paseo and Open Space System
- Equestrian Trails
- Potential Link to Crest to Coast Trail
- Conceptual Equestrian Trail

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COMMUNITY PASEO AND OPEN SPACE SYSTEM

The Community Paseo and Open Space System is a network of trails and linear open spaces that connect the major features of The Preserve, such as the Community Core, residential areas and public facilities. This system is also a critical component of The Preserve's mobility system in that it accommodates walking, equestrian and bicycling transportation options.

As shown on Figure 15, Community Paseo and Open Space System, the Community Paseo and Open Space System generally follows existing watercourses, the 566-foot contour elevation, the transmission line corridor and selected roadways. The Community Paseo and Open Space System is oriented in such a manner as to draw the entire developed community south to link to the Crest to Coast Trail and eventually the Santa Ana River.

The Community Paseo and Open Space System also provides distinctive edges and creates identity for the various components and neighborhoods of the plan. Future developers are encouraged to locate neighborhood parks, schools, recreational and community features along the Community Paseo and Open Space System.

The Community Paseo and Open Space System also serves to buffer, or separate, potentially incompatible uses. For instance, the Community Paseo and Open Space System buffers residential uses along Cucamonga Avenue from the California Institute for Women and separates the residential uses along Pine Avenue from the impacts of this major roadway.

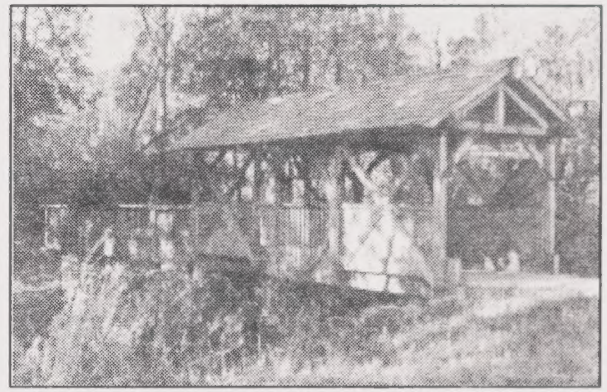
The Community Paseo and Open Space System is publicly owned. Developers are required to dedicate and improve the necessary area to accommodate the system identified on Figure 15, Community Paseo and Open Space System.

In the cases where Paseos are identified adjacent to roadways, the necessary right-of-way is assumed in the roadway sections. In the instances where the Paseos are not adjacent to roadways, the right-of-way must be provided and dedicated by the developer at the time of entitlement approval.

The Community Paseo and Open Space System must accommodate multi-purpose trails capable of accommodating pedestrian and bicycle transit. In some instances, equestrian trails must be built into the Community Paseo and Open Space System, as shown on Figure 14, Equestrian Plan.

Internal Paseos and Open Space Enhancements

Master Plan areas and/or individual tract-level residential projects are required to be designed to provide connectivity with the Community Paseo System. They are also required to provide internal paseos, "Icon



Streets" or similar open space/landscaping features that provide for connection at key locations. The purpose of such features is to provide distinctive neighborhood focus and unifying concepts that strengthen neighborhood image. Techniques that may be used to achieve this may include (but are not limited to) a mix of the following; enhanced landscape concepts, increased setbacks, specialized architecture, specialized building massing, use of special hardscape features or street furniture, special paving treatments.

Attached products are also required to show some clear trail connection to the Community Paseo System. Such features must be designed in concert with other open space features provided within a Master Plan area with the purpose of strengthening neighborhood identity. Such features must be a part of all Master Plans.

Community Paseo Widths

In the instances where a Paseo design is not depicted within one of the Specific Plan's street cross sections, Paseos shall have a minimum width of 30 feet (includes adjacent public landscape treatments). Exceptions to this standard are the paseos located along the perimeter buffer trail and the Edison Easement, which must have a minimum width of 50 feet.

Internal Paseo Widths

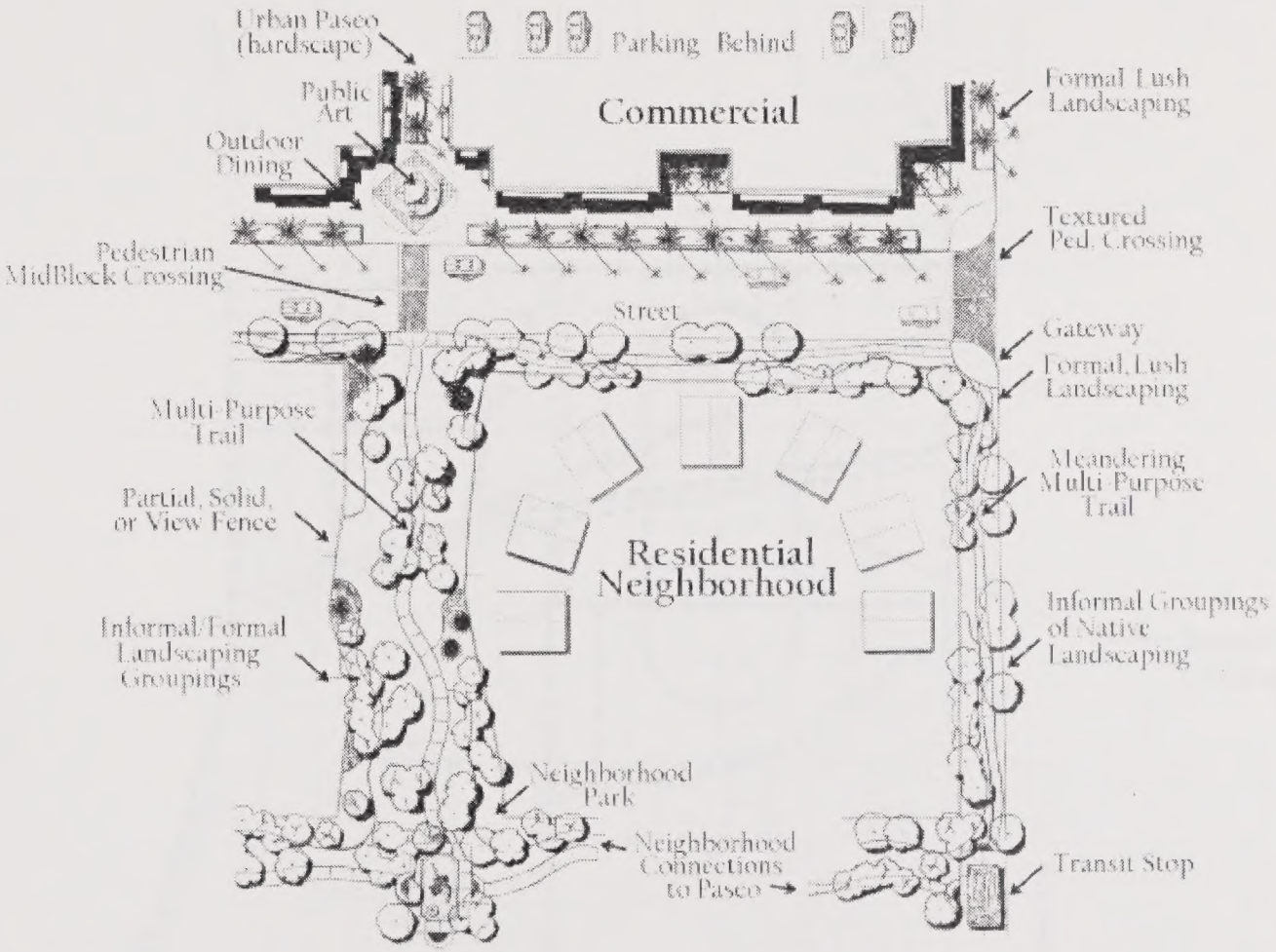
Internal Paseos may have widths as narrow as 15 feet if adjacent to a street and if approved by the Director of Community Development. If such paseos are not adjacent to a street, they shall have a minimum width of 30 feet, except that they may be as narrow as 20 feet if approved by the Director of Community Development.

Paseo and Open Space System Principles

The following principles shall guide development of and adjacent to the Community Paseo and Open Space Systems and Internal Paseo and Open Space Enhancements.

- Comply with Paseo treatment guidelines in the Design Guidelines, Section VI.
- Locate parks, schools and community centers along the Community Paseo and Open Space System.
- Provide direct, frequent and convenient access from each project to the adjacent Community Paseo and Open Space System.
- Use Paseos, Icon Streets, Open Space Areas (public or private) and Community Buildings or Facilities to provide focus and distinction to neighborhoods and communities.
- Incorporate the Community Paseo and Open Space System (or connectors to the system) into each project in order to encourage access to this feature.

Illustrative Treatment of the Community Paseo and Open Space System



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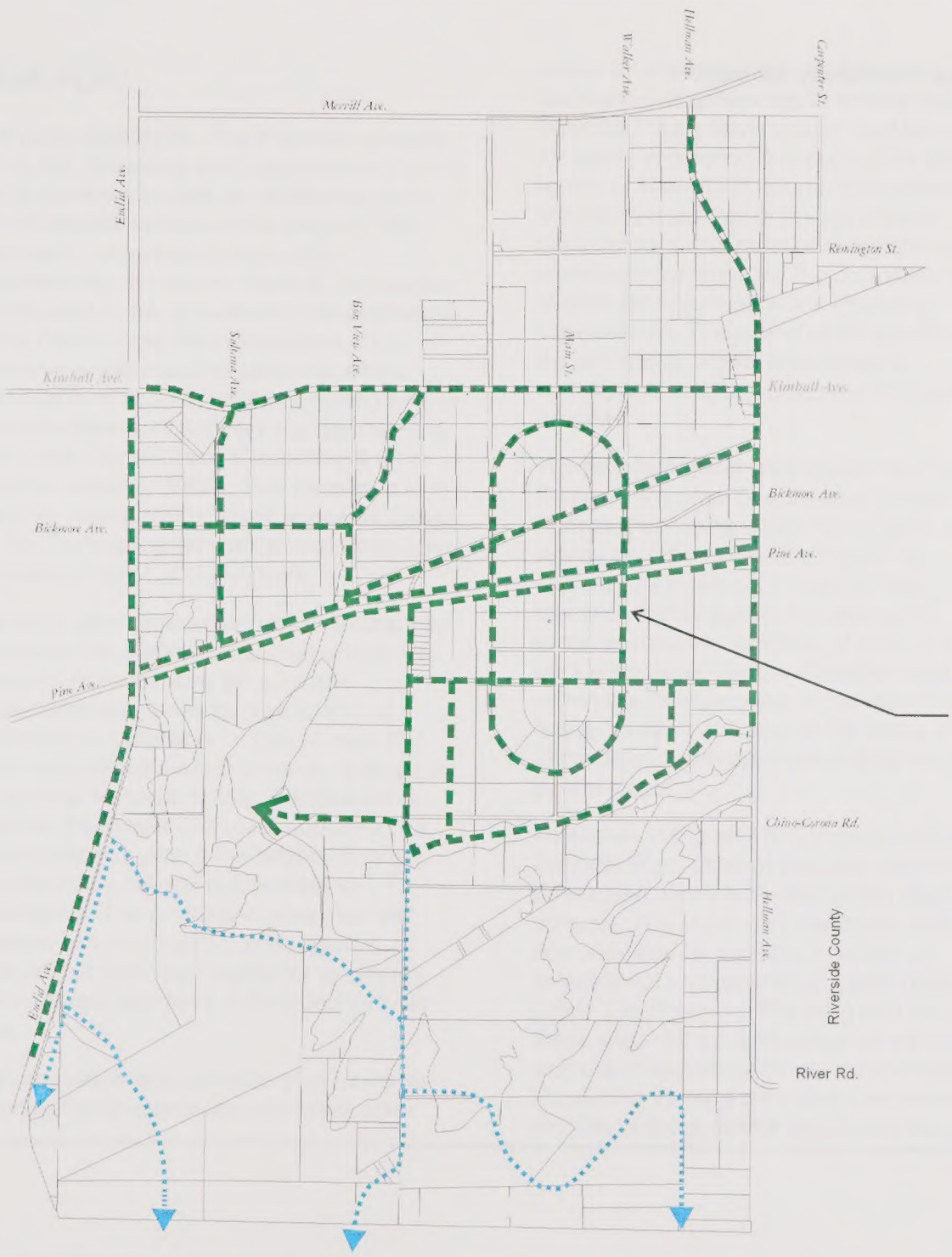
COMMUNITY PASEO AND OPEN SPACE SYSTEM



Community Paseo and Open Space System

Potential Link to Crest to Coast Trail

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PARK PLAN

The parks system for The Preserve consists of pocket, formative and neighborhood parks and a community park all distributed within the residential sectors of the project. The calculation of parkland dedication requirements, shown on Table 2, Calculation of Adjusted Units, is based on the provisions of the City's Local Park Ordinance. The Preserve is estimated to generate a total population of 33,249 residents, based on the current estimate of 3.4 persons per dwelling unit in the City of Chino (Department of Finance, January 2000). This translates to a need for nearly 100-acres of parkland, based on the City's adopted standard of three acres of parkland per 1,000 residents.

The local park ordinance authorizes the City to require the dedication of land and/or the payment of in-lieu fees for park and recreational purposes as a condition of approval for a tentative or parcel map. For major land development projects, defined as exceeding 40-acres in size, the ordinance requires the preparation and adoption of a comprehensive plan if the project is to be developed by several subdividers or developers. The comprehensive plan will address land dedication, phasing and financing of park improvements to ensure that sufficient parkland is provided for over time.

The ordinance also contains provisions for allowing the development of private open space to receive partial credit towards land dedication requirements in limited instances. Generally such open space must be usable for active recreation such as sports fields, tennis or basketball courts, be maintained by the future residents of the subdivision or development and must meet additional standards contained in the ordinance to be eligible for approval by the Planning Commission. These and other provisions of the ordinance would be applied at subsequent stages of the development process.

The recommended park system for The Preserve includes one 39-acre Community Park and seven Neighborhood Parks ranging in size from 5 to 10-acres. Figure 16, Conceptual Parks and Schools Plan, identifies the suggested location and recommended conceptual of each of the park sites based on the expected population within the various areas of the Plan. The actual location and size of the parks will be determined upon approval of final tract or parcel maps.

As shown in Figure 16, Conceptual Parks and Schools Plan, three of the park sites may be developed jointly with elementary and/or K-8 schools. The intent is to maximize joint use opportunities for meeting a variety of recreational and athletic program needs within The Preserve. Planning and design for these sites will be predicated on the joint-use and maximization of the recreation facilities. Provisions for long-term joint use between the City, school district and sports leagues

will be implemented concurrently with development of the sites.

The City's local park ordinance also calls for the payment of additional fees by the developer of a residential development (Pursuant to the Mitigation Fee Act) for the fair-share cost of developing the park sites to serve the residents of the area being developed. Thus, parkland within The Preserve will be dedicated and developed in a timely manner to meet open space and recreational needs.

In addition to outdoor recreation facilities, improvements may also include a community center, senior center, gymnasium, or other community facilities. Development of other community recreation facilities either within parks sites or as stand-alone projects may occur through a number of financing mechanisms pursued the City.

The Preserve also includes approximately 423-acres of Open Space-Recreation (OS-R) uses, most of which are located below the 566-foot elevation. This designation is intended to establish open space areas serving multiple purposes including active and passive recreation, as well as flood control. Within this area is the existing developed portion of the Prado Regional Park, operated by the County of San Bernardino on land leased from the Army Corps of Engineers. In addition to the Prado Regional Park, other OS-R uses may be utilized for active and passive recreation. In particular, the Specific Plan provides for a perimeter buffer trail – an OS-R designation bordering the southern boundary of the development area, below the 566-foot elevation. This perimeter buffer trail will function as a buffer between the permanent open space areas and future development.

Additional recreation opportunities may also become available, either on an interim or permanent basis, on other lands within the Specific Plan. In particular, there may be opportunities for certain specialized recreation uses on excess airport lands or through arrangements with El Prado Regional Park.

Park Plan Principles

The parks plan for The Preserve and the future development of parks is based upon the following principles. These principles are consistent with the goals and objectives of the Parks and Recreation Element of the City's General Plan and shall be used in the preparation of any Comprehensive Plan, tract maps, or subsequent park improvement plans.

- Parks and recreation facilities shall be conveniently located for the intended users.
- Potentially additional area below the 566-foot dam inundation elevation may be used to augment the community park, subject to agreement with the Orange County Flood Control District or the Army Corps of Engineers. The use of such area

will be limited by environmental (biological) and flood/inundation protection constraints.

- Parks should be located adjacent to school sites or other public facilities where feasible in order to allow for the efficient joint-use and development of the facilities.
- Park and recreation facility design should be based on innovative design concepts and consideration of long-term park maintenance costs, public safety, access by police and fire, and impacts from lighting, noise and traffic on surrounding uses.
- Recreation facilities to be included at the park sites shall be based on facility needs and demands within the City, as well as the adopted standards for Neighborhood and Community Parks noted below.
- Parks shall be located adjacent to the Community Paseo and Open Space System where desirable and feasible, providing a connected system of open space and recreation uses within the Specific Plan area, which will ultimately lead to the regional system associated with the Santa Ana River.
- Formative parks help connect the neighborhoods together.
- Pocket parks help define and provide a focal point for each residential neighborhood.
- Organize neighborhoods around "formative parks" to provide human scale and strong sense of place.
- Formative and pocket parks must be designed to have a unique personality, form and character.
- Pocket parks must be centrally located within each residential neighborhood. In addition, the parks must distributed throughout the residential neighborhoods so that every home is within approximately ¼ mile of a park.

The General Plan also includes standards for the development of Neighborhood and Community Parks. The park system for The Preserve will implement these park standards, which consist of the following components:

- Neighborhood Parks: Neighborhood parks can range from 5 to 20-acres. The service radius is up to ½ mile. Convenient access to the park should be provided through sidewalk and trail systems. Location adjacent to an elementary school is desirable. A Neighborhood park is intended to conveniently serve the recreational needs of children living in the surrounding area and should include tot lots, picnic facilities, multiple use courts (basketball, volleyball), open areas for free play, passive areas, lighting, restrooms and a recreation building.

Prado Regional Park

The Prado Regional Park is a 2,207-acre facility located in the southern portion of The Preserve. This facility is leased from the U.S. Army Corps of Engineers to the County of San Bernardino and includes active and passive recreational opportunities, such as softball, camping and fishing, focused around a 62-acre lake.

- Community Parks: Community parks can range from 20 to 100 acres in size. The service radius is from ½ to 3 miles. Location adjacent to a school is desirable. Community parks are intended to provide for community-wide activities, in addition to the local recreational activities desired by surrounding residents. The amenities for a Community Park may include lighted ball fields (baseball, softball, soccer), tennis courts, swimming pool, community recreation center, trails for bicycling or jogging and an amphitheater.

- In addition, pocket and formative parks must be incorporated into the neighborhood design in order to create a stronger sense of place. The park system for The Preserve will implement the following park standards, which consists of the following components:

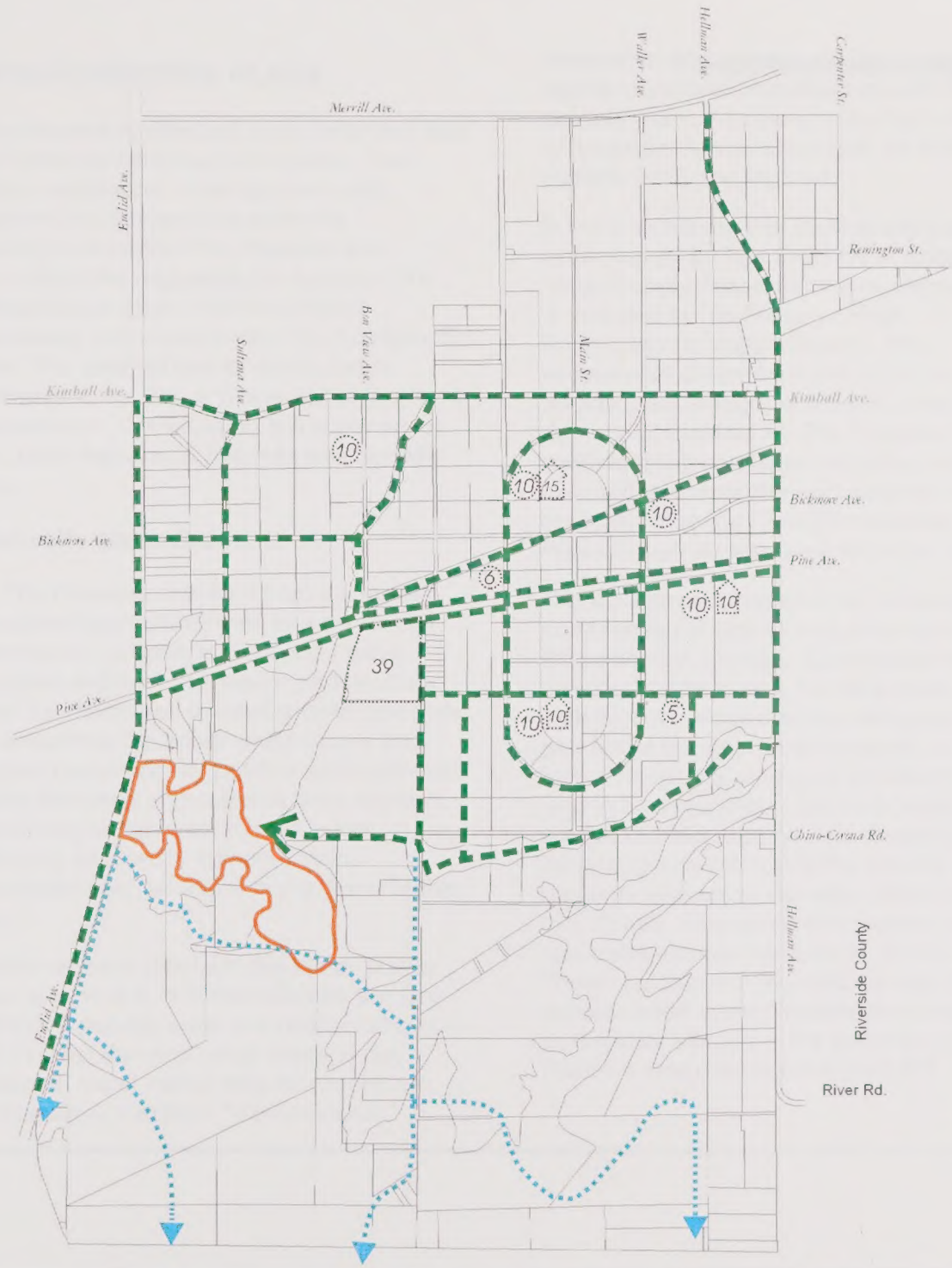
  - Pocket and Formative Parks. The parks are intended for the use of neighborhood residents and are designed to be the focal point within each residential neighborhood. Pocket parks range in size from one-third to one and one half acre in size. Formative parks range in size range in size from two to four acres in size. Each park should have a unique form and character while also displaying unifying design elements that connects the parks together. The parks should incorporate the thematic concept of adjoining residential areas. The parks should be centrally located and must be distributed throughout the residential areas so that every home is within approximately ¼ mile of a park. Park amenities may include open turf flex areas, tot lots, picnic areas, passive meditative features, BBQs, benches, shade structures, basketball, volley ball, tennis courts and swimming pools.

SCHOOLS

Three school sites are anticipated in the Land Use Plan to accommodate the student population growth estimate by the affected school district. Figure 16, Conceptual Parks and Schools Plan, shows the location, size and configuration of the school sites are not determined at this point. The actual school sites will be determined during review of master plans and tract maps.

Two K-8 schools are assumed to be located in the Community Core and two outside the Community Core area.

CONCEPTUAL PARKS AND SCHOOLS PLAN



- 39 — Community Park (Acres)
- 10 — Neighborhood Park (Acres)
- 10 — Elementary School (Acres)
- 15 — K-8 School (Acres)
- Community Paseo and Open Space System
- Potential Link to Crest to Coast Trail
- Approximate Boundary of the developed portion of El Prado Regional Park

NOT TO SCALE

Note: The locations and sizes of the schools and parks are conceptual. The exact location will be determined during entitlement review.

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INFRASTRUCTURE PLANS

The Preserve is serviced by an extensive and well-planned infrastructure system. The water, wastewater, drainage and utility systems are designed to serve the development within The Preserve and connect to the regional/local systems. The infrastructure plans were developed separately and incorporated into this Specific Plan. The detailed text for each plan is available in the City of Chino Public Works Department. The following is a summary of the major features of The Preserve Specific Plan.

Domestic Water Plan

As The Preserve develops from a sparsely populated agricultural area to a residential community, potable and recycled water supplies and their necessary infrastructure must be developed to meet growth demands. To determine the future water supply and system requirements, potable and reclaimed water demands and supplies were studied. Reclaimed water is addressed in the following section. In addition, further information can be found in the Water Master Plan.

Based on estimates from the Water Master Plan, a total of 5.75 Million Gallons per Day (MGD) of potable water are needed at build-out to meet demand on an average day. However, water needs may be greater on certain days, therefore "maximum day" demand is also calculated. The maximum day demand was calculated at 8.05 MGD of potable water. Additionally, for the purposes of fire protection an additional .96 Million Gallons (MG) are required.

In order to ensure that there is adequate water supply for The Preserve at buildout, a Water Supply Assessment was prepared and is included in The Preserve Final Environmental Impact Report. The assessment determined that there would be an adequate amount of water to meet demand at buildout for The Preserve from multiple reliable sources including potable, desalted, groundwater and recycled water sources. (See the Final EIR including the Water Supply Assessment for more detailed).

The storage requirements for this area are a combination of operational, emergency and fire protection storage. Operational storage provides for balancing the daily peak variations in demand and is calculated at 30 percent of maximum day demand, or 2.42 MG. Emergency storage is provided in the event of interruption or failure of a major source of water supply. The design criterion for emergency storage is the volume of one-day annual average demand, which equates to 5.75 MG. Fire protection requires an additional storage capacity of .96 MG. Therefore, the total required storage for the potable water system (operation storage + emergency storage + fire protection) for The Preserve was calculated at 9.13 MG.

All the following documents are available for review in the City of Chino Public Works Department:

- Master Plan of Drainage Subarea 2 – Chino Sphere of Influence Chino Agricultural Preserve Area by Berryman & Henigar
- Sewer Master Plan Subareas 1 and 2 – Chino Sphere of Influence Chino Agricultural Preserve Area by Berryman & Henigar
- City of Chino Water System Master Plan by Montgomery Watson

In order to store and transport the potable water, additional facilities must be constructed. It is proposed that the total storage of 9.13 MG be maintained in two reservoirs: each with a capacity of 4.5 MG. The distribution system also includes approximately 144,000 linear foot of pipe ranging in diameter from 8 to 30 inches as shown on Figure 17, Domestic Water Plan. The "backbone" distribution system is primarily designed for peak hour demand because this condition was more critical in the potable water system than the maximum day demand with fireflow.

The proposed system is based on a pumped potable water supply for The Preserve. If a water system with gravity supply can be realized in accordance with the expansion needs in the City of Chino, the location of the reservoir will be adjusted to provide gravity supply. To serve The Preserve by gravity, a ground reservoir has to be located north of The Preserve. To determine if a gravity feed system is beneficial for the potable supply, the location of the third pressure zone boundary and the future water supply for the entire City of Chino have to be established.

PROPOSED DOMESTIC WATER SYSTEM

8" Diameter
12" Diameter
18" Diameter
24" Diameter
30" Diameter

NOT TO SCALE

Section V
Figure 17

Source: Berryman & Heniger

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Reclaimed Water Plan

A dual (potable and recycled) water system will conserve potable water and make the best use of available supplies in The Preserve. The planning and construction of a dual system at the beginning of development has several benefits, as opposed to implementation of a recycled distribution system into an area with existing development and potable water distribution system. One of the benefits includes lower construction costs, especially if the dual systems share the same alignment. While the recycled and potable water systems must be separated by at least ten feet, savings in construction costs can be realized by simultaneous construction. In addition, the use of recycled water in lieu of potable water for irrigation and industrial demands will potentially reduce the need for potable water as the population increases.

A total demand of 4.0 MGD was allocated for the average daily need and 10.4 MGD for the maximum daily need.

For the supply of recycled water, it is assumed that the City will obtain recycled water from the Inland Empire Utilities Agency (IEUA). The Preserve is perfectly located for the maximum use of recycled water because of the location of the IEUAs existing recycled water pipelines. The existing pipelines form an excellent "backbone" transmission piping system to supply recycled water to future customers with low capital investments, as shown on Figure 18, Reclaimed Water Plan.

The three potential sources of IEUA are Regional Plant No. 1 (RP-1), Regional Plan No. 5 (RP-5) and Carbon Canyon Water Reclamation Facility (CCWRF). Currently IEUA is completing the interconnection of all three wastewater treatment facilities. The RP-1 outfall will be connected with a 20 inch main to the discharge pipelines on El Prado Road that connect RP2 and CCWRF. After RP-2 is phased out, this pipeline will be connected to RP-5. This interconnection offers the possibility to supply recycled water in The Preserve from all three sources and from two directions, from the north (RP-1 and RP-4) and from the west (RP-2, RP-5 and CCWRF).

According to the IEUAs Chino Basin Municipal Water District Ten-Year Capital Improvement Plan (Fiscal Period 1997-1998 through 2007-08), CCWRF, RP-5 and RP-1 have the potential to expand to a capacity of 20.4 MGD, 30 MGD and 80 MGD respectively over the next forty years. Thus, sufficient sources are available to supply the recycled water demands in The Preserve.

To minimize the required recycled water facilities, the proposed recycled water distribution system will be supplied from both RP-1/RP-4 in the north and from RP-5/CCWRF in the west. If all of the peak hour demand is to be supplied from RP-1/RP-4, an inline booster station is required to maintain sufficient pressure. If 55% of the peak hour

demand is supplied from RP-1/RP-4, the pressure is sufficient to supply The Preserve by gravity. The remaining 45% will have to be pumped from RP-5. This supply approach from two sources has operation benefits and it increases the reliability of the recycled water system as well. With a recycled water demand that increases in summer conditions, this reliability is very important, since the potable water system cannot supply sufficient backup.

PROPOSED RECLAIMED WATER SYSTEM

- 12" — Future System City of Chino (diameter)
- 12" — Existing System IEUA (diameter)
- 12" — Future System IEUA (diameter)
- Prado Dam Lake — Discharge Location
- Existing Sources IEUA

NOT TO SCALE

Section V
Figure 18

Source: Berryman & Heniger

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Sanitary Sewer Plan

The developable land within The Preserve Specific Plan is divided into two sewer Service Areas. Service Area A is comprised of 1.3 square miles and is the portion of The Preserve Specific Plan generally located east of the Chino Airport, south of Merrill Avenue to and north of Kimball Avenue. This area will be serviced by existing and proposed collector sewers tributary to the Inland Empire Utilities Agency's (IEUAs) Kimball Interceptor Trunk Sewer. The Kimball Interceptor Trunk Sewer will convey flows to IEUAs Water Reclamation Plant No. 5 (RP-5), which is presently under construction at the southeast corner of the intersection of Kimball Avenue and El Prado Road.

Service Area B includes the balance of the land planned for urban development within The Preserve Specific Plan located south of Kimball Avenue, as well as the developable area within Subarea 1, located generally east of El Prado Avenue, south of Kimball Avenue, west of Euclid Avenue and North of Pine Avenue. Sewer facilities for Subarea 1 were master planned in conjunction with this part of The Preserve to provide for the logical and efficient provision of sewer facilities in both areas. Service Area B is comprised of approximately 9.7 square miles that will be tributary to IEUAs existing Water Reclamation Plant No. 2 (RP-2) located at the northwest corner of the intersection of Pine Avenue and El Prado Road.

Due to the age of RP-2, its location and limitations for future expansion, this facility is being phased out. Therefore, when construction of RP-5 is complete, all wastewater flow presently tributary to RP-2 will be diverted to RP-5 for treatment and disposal. The IEUA is planning to construct a sewer lift station at RP-2 to pump sewage that cannot be diverted by gravity to RP-5.

The only sewer collection facility presently servicing Service Area B is the El Prado Pump Station that delivers wastewater flows generated from the California Women's Institute property to RP-2 via a combination of 10-inch diameter force main and 8-inch diameter sewer. The Santa Ana Regional Interceptor (SARI) Sewer Line traverses this area flowing southwesterly in Pine Avenue from the Riverside County Line to Euclid Avenue and south in Euclid Avenue to Prado Park.

Average flow for Service Area A is estimated at 918,573 gallons per day (gpd) and that portion of Subarea B within The Preserve at 3,375,441 gpd for a total of approximately 4,294,014 gpd. To accommodate the projected flow, the proposed backbone facilities are comprised of 80,498 feet of line for The Preserve, as shown on Figure 19, Sanitary Sewer Plan.

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SANITARY SEWER PLAN

- Proposed Facilities
- Existing Sewers
- Existing Kimball Interceptor
- Proposed City of Ontario Eastern Trunk Sewer
- Reclaimed Water Treatment Plant
- Improvement planned outside of the boundaries of the Specific Plan

NOT TO SCALE

Section V
Figure 19

Source: Berryman & Heniger

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Storm Drainage Plan

The storm drainage plan for The Preserve is shown on Figure 20, Storm Drainage Plan. The ground surface in The Preserve generally slopes from north to south, with over half (approximately 4.5 square miles) of the planning area lying below the 566 foot elevation, and therefore within the impoundment area of the Prado Dam. Existing storm drainage facilities within The Preserve are minimal. There is a storm drain then extends north across the Chino Airport runway as a 10-foot (wide) x 6-foot (high) double barrel reinforced box (RCB) thence as a trapezoidal concrete channel across the airport property at Merrill Avenue. In addition, the Cucamonga Creek Flood Control extends into The Preserve Planning Area at a location just west of Hellman Avenue and north of Chino-Corona road where it reverts back to Mill Creek, a natural watercourse.

Storm drainage can be classified as emanating on-site or from off-site sources. On-site storm drainage flow quantities are based on a number of factors, including the following:

- Depending on the size of each tributary drainage area, the Rational Method or the Unit Hydrograph method was used to calculate the peak runoff at each concentration node.
- Surface characteristics of pervious areas were based on ultimate development (built-out conditions), having good urban covers (well-landscaped) and an average antecedent moisture condition (AMC) II.
- Point rainfall data was based on the Isohyetal Maps for Valley areas, provided in the San Bernardino County Hydrology Manual, 1986 Revision.

Off-site flows into The Preserve come mainly from the north, originating in the City of Ontario. Ultimate 100-year storm runoff hydrographs for Ontario's master planned storm drains have been incorporated in the Master Plan of Drainage for conveyance to downstream regional drainage facilities. Ontario's master planned storm drains enter The Preserve at three locations:

- At the intersection of Merrill Avenue and Baker Avenue, conveying storm runoffs from approximately 1,362 acres with a peak flow of 1,620 cfs.
- A RCP storm drain in Grove Avenue, with a 72-inch RCP lateral storm drain in Merrill Avenue, is proposed to drain to the existing Grove Avenue Storm Drain Channel in the Chino Airport property. This storm drain system will have a peak design flow of 1,214 cfs as it enters the Study Area with a tributary drainage area of approximately 1,367 acres.
- A RC Box storm drain in Merrill Avenue and a RCP storm drain in Euclid Avenue are proposed to confluence and drain to the existing Airport channel along Euclid Avenue. This storm drain system will have

a peak design flow of 1,443 cfs as it enters the City of Chino, with a tributary drainage area of approximately 1,840 acres. The Airport Channel enters the Study Area at the intersection of Euclid Avenue and Kimball Avenue with a peak flow of 1,605 cfs and a tributary drainage area of 2,336 acres.

Storm drain facilities will be required to provide reduced velocities at outlets in order to protect downstream drainage courses from erosion and scouring. Individual development master plans/projects will be reviewed to ensure that adequate measures will be in place to provide for such protection.

Drainage outlets and other drainage facilities will also be designed to control urban runoff pollutants caused by the development of The Preserve. As an implementation step for this Specific Plan and in accordance with water quality mitigation measures contained in The Preserve Final Environmental Impact Report, an urban run-off management master plan will be prepared. This master plan will include the provision of Natural Treatment Systems (NTS) and other methods that will work in conjunction with detention areas and other flood control facilities to control run-off. NTS is a "green" approach to improving water quality. Water flow is slowed and directed through large or small artificial wetlands that incorporate vegetation at strategic locations to trap pollutants and/or provide for their chemical breakdown. Such systems may be incorporated at key outlet areas and/or on-site for individual projects as appropriate.

Other best management practices (BMPs) will also be incorporated as appropriate. All future development projects and associated drainage, NTS facilities and BMPs will be designed and implemented in accordance with applicable state and federal regulations.

STORM DRAINAGE PLAN

Mainline Storm Drain

Trapezoidal Earthen Channel

Off-Site Tributary Areas

*Specific alignment and size to be determined at time of project design.

NOT TO SCALE

Section V
Figure 20

Source: Berryman & Heniger

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SECTION VI: DESIGN GUIDELINES

> *...a town is not the result of a design program: it is the reflection of a way of life.*
>
> Bernard Rudofsky, "Streets for People"

The Preserve developers are committed to our blend of quality and value.

City Council vision for The Preserve

Neighborhoods and Communities

In this Specific Plan, the term neighborhood refers to an intimate collection of uses. This may include a single project or a few city blocks. Community refers to a collection of neighborhoods and is larger in scope.

INTRODUCTION

The Preserve is envisioned as a family of unique neighborhoods and activity areas. As such, there is no overriding design theme or style for the entire project, except for high quality and livability.

The intent of the Design Guidelines is to ensure that these unique areas have a high level of quality and to provide a degree of unity to tie The Preserve into an identifiable area. While promoting a high level of design quality, the Design Guidelines provide a wide degree of flexibility in order to encourage creativity on the part of property owners and designers.

The Design Guidelines are general and illustrative in nature. They are not rigid requirements; however, every development within The Preserve must incorporate the particular attention to detail reflected in these guidelines. The Design Guidelines establish the design framework that the City will use to evaluate proposed developments. Each guideline shall be considered in terms of how it applies to a given proposal. The intent of the Design Guidelines must be met in order for a project to be approved during the development review process.

The Design Guidelines supplement the development requirements described in the Land Use Plan section and act in concert with the Chino Zoning Ordinance.

The design guidelines are general and may be interpreted with some flexibility in their application to specific projects. The guidelines will be utilized during the City's development review process to encourage a high level of design quality, while at the same time providing the flexibility necessary to encourage creativity on the part of the project designer(s). However, unless there is a compelling reason, these design guidelines shall be observed. Future master plans are required to provide detailed design plans that demonstrate how individual projects and structures comply with the desired aesthetic quality expressed in these guidelines.

FORMAT OF DESIGN GUIDELINES

Quality development is realized through an attention to detail that is carried forth from the initial conception to final construction. Quality and attention to detail must permeate the initial design including, layout of the streets and lots, grading, architectural design, landscaping, lighting and fences.

The Design Guidelines start with a discussion of the layout and design of individual neighborhoods and communities. A discussion of the landscape and streetscape treatment follows. Next, the Guidelines address development at the project specific level in residential, commercial, industrial and the Community Core areas. Guidelines pertaining to walls and fences, signage and lighting follow.

COMMUNITY AND NEIGHBORHOOD DESIGN GUIDELINES

The design and layout of each community and neighborhood is critical to the overall perception of The Preserve. Careful attention should be paid to the layout of each project to ensure that it complies with the aspects of this plan.

The purpose of the Community Design Guidelines is to establish a framework that provides physical continuity throughout The Preserve. These guidelines apply to individual projects and are intended to act as a guide during the design phase.

Connectivity

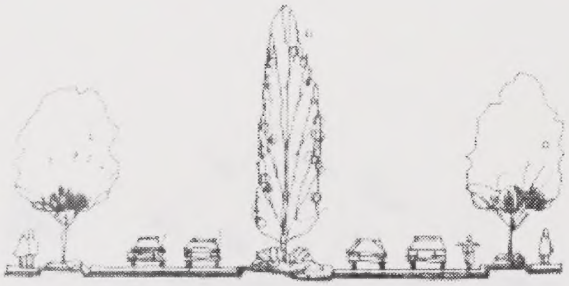
Sprawl-style development has highly segregated land uses with residential areas separated from services, recreation, shopping and employment uses. They also have limited access points in and out of a conventional subdivision, reducing connectivity and pedestrian access.

In The Preserve, communities and neighborhoods should be designed to directly connect activity centers, services, shopping and employment areas, public facilities, schools, churches and recreational facilities. In this manner, there is improved access for residents, visitors and emergency vehicles. Transit is also more accessible and the neighborhoods are walkable. This in turn provides options to the automobile.

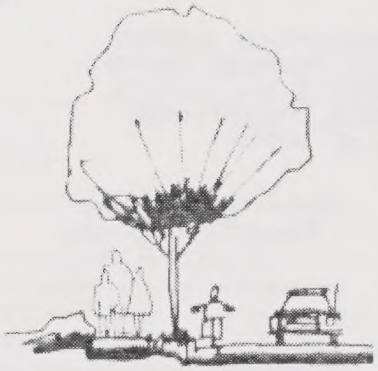
- General Community Layout Guidelines
  - Communities and neighborhoods should be oriented toward activity centers, educational facilities, places of worship, employment and shopping centers, entertainment areas, parks, open spaces and recreational facilities.
  - Each neighborhood should have a defined focal point or theme that will provide it with an individual identity and character.
  - Neighborhoods and projects should be interconnected by streets, paseos, sidewalks and pedestrian trails.
  - Streets and trails should directly connect activity centers, educational facilities, employment and shopping centers, entertainment areas and recreational facilities.
  - All projects must include coordinated pedestrian connections to the Community Paseo and Open Space System, activity centers and recreational areas
  - Projects should utilize short streets and blocks.
  - If cul-de-sacs are used, openings should be provided at the ends for pedestrian access.
  - Projects shall be designed to route people and vehicles through the site in a clear, identifiable and efficient manner.
  - Structures should be placed with respect to prevalent environmental conditions such as sun, wind, terrain, views and drainage.

Paseo Connections

Activity Center Orientation



Right-of-Way Treatment



Canopy Treatment

- Projects should be designed to maximize dwelling unit exposure and views of Paseos, open spaces, recreation features and other amenities.
- Several points of connection between subdivisions and surrounding areas are encouraged. Generally, subdivisions that utilize only two points of connection to adjacent areas are discouraged.
- Projects with limited access points and points of connection to adjacent areas are discouraged.

LANDSCAPE AND STREETSCAPE GUIDELINES

Landscape and streetscape features help to integrate the diverse elements of The Preserve's built environment. Even when structures bear no resemblance to one another, strong landscape and streetscape features can help unify the street scene, orient travelers and create a memorable image.

The purpose of the Landscape and Streetscape Guidelines is to establish a unified landscape framework that provides continuity throughout the public portions of The Preserve, including public roads, easements, parkways, medians and development edges.

The Landscape concept for the preserve community is inspired by the agricultural heritage of the land. See Figure 21, Landscape Structure Diagram. The landscape concept has been designed to celebrate these elements while creating a "community of trees" that looks forward into a new era inspired by the past. The primary edges of The Preserve are defined with a singular landscape character, including an informal meandering grove of evergreen and deciduous canopy trees, giving the project a unique image. However, the southern most edges of the perimeter will incorporate more indigenous plantings to reflect the adjacent open space.

The open space to the south is drawn into the internal community landscape through paseos, streets and median landscaping. These north/south streets include a framework of deciduous accent trees and evergreen screen trees that have a rustic but elegant landscape character.

The east/ west streets are patterned with a grid-like fabric of urban evergreen orchard plantings in parkways and medians. All streets, however, north/ south and east/ west, will have a distinct appearance apart from each other. Different deciduous and evergreen street trees will punctuate the landscape framework giving diversity and interest among the two distinct directional groups within the community. This diversity within the community creates a combination of streets that complement one another through contrasting texture, forms and structures that knit the community together while also preserving the open space heritage and the nostalgic agricultural roots of Chino.

Public Rights-of-Way

The treatment of the public rights-of-way typically provides the first and last impression of a place. That is, one enters or leaves a place via a roadway or trail and the experience along that feature is critical to the formation of their impressions.

In order to provide a positive impression and a cohesive community identity, a consistent level of landscape and streetscape treatment is applied to the public rights-of-way throughout The Preserve. Public rights-of-way can be categorized into road type, paseo and gateway type.

Roadway Treatment

Roadways are defined by patterns of landscape design, layout of bike and pedestrian paths, setback of adjacent structures, street furnishings, lighting and hardscape treatments.

Variations in design may occur along a roadway in order to distinguish between different districts or neighborhoods, identify major developments or activity centers, or to direct/orient travelers to key destination points. However, the overall intent is to establish a clear character and consistency in the appearance of the roadway to reinforce one's mental image of the route.

The treatments described below illustrate the general quality and feel of the various roadway types. These do not determine the exact design and configuration, which will be determined by the City in detailed site plans. The following treatments shall be applied to the roadways in The Preserve:

- General Roadway Treatment Guidelines
  - Landscaping shall utilize the approved trees, shrubs and groundcovers as listed in the Landscape Plant Palette, unless an alternative species is approved by the Director of Community Development.
  - Landscaping along roadways will contain tall backdrop screen trees, broad canopy accent street trees, a healthy understory and lush groundcover to help establish a strong edge.
  - An informal, non-symmetrical grouping of landscape should be used within the landscape setback where ample space is provided and when it follows the pattern established by the landscape master plan. Generally parkway street trees are formal and symmetrical, where backdrop screen trees are generally an informal layout. In gateways the landscape of adjoining streets shall wrap the corners displaying an informal and/or formal design depending on the landscape concept for that area.
  - Utilize drought resistant and/or native landscaping, as shown in the plant palette, in the right-of -ways and wrap these species in to the gateway corners where appropriate.
  - Canopy trees should be used to provide shade adjacent to sidewalks, pe-

destrian areas and parking areas, especially for commercial areas and public facilities.
- Pedestrian paths may either be meandering or linear, except where specified in the Street Cross-Sections for the Specific Plan.
- Berms, low walls and/or hedges should be used to screen views of parking lots and create distinction between the roadway and the development.
- Select plant materials that relate to the needs and characteristics of the site (e.g., active, view, screening, security, etc.).
- Parking lots should be screened and entry points distinguished by formal groupings of landscaping.
- Plant materials should be able to survive in local climate and soils and be resistant to high winds.
- Landscaping should be placed so as to screen, but not restrict access to utilities.
- All utility vaults, transformers, power lines, etc., shall be placed underground unless screened from public view.
- Public art should be encouraged to be located along the roadways and especially gateways, to help identify and distinguish areas.
- Streetscape should be maintained year round and dead plants replaced with comparable materials and sizes to existing plants.

- Expressway Treatment (Euclid Avenue)
  - Euclid Avenue is a major roadway both within the region and within The Preserve. Accordingly, it is afforded expansive medians and parkways to accommodate extensive landscaping treatments and non-motorized forms of transportation.
  - This avenue will feature an informal, meandering display of evergreen and deciduous, drought tolerant canopy trees set against an evergreen backdrop.
  - Landscape along Euclid Avenue, north of Pine Avenue shall reflect the commercial nature of this street section. Groupings of formal or informal landscaping should open and close at intervals to provide views of adjacent businesses. A lush understory and groundcover should be consistently applied to the medians and parkways. As described in the landscape plant palette, large canopy or spreading trees should be planted in the medians and parkways with a lush understory and groundcover.
  - On Euclid Avenue, south of Pine Avenue, the landscaping should complement the intended rural/rustic character of the roadway and surrounding area. Informal groupings of native and/or indigenous landscape should be used. The design should blend these indigenous species with the plant palette used north of Pine in order to accomplish a smooth transition

between the North and South Euclid designs.

- Major Arterial Treatment (Pine Avenue)
  - Pine Avenue is also a major roadway. Accordingly, it is afforded expansive medians and parkways to accommodate extensive landscaping treatments and non-motorized forms of transportation.
  - Landscape along Pine Avenue will reflect the importance of this street to The Preserve. Pine Avenue is the major circulation route through the heart of the community. Landscaping must be distinctive and identifiable and shall be applied to both parkways and medians. Pine Avenue will display a formal massing of evergreen street trees in the parkway and medians. This concept will carry throughout Pine Avenue to create a strong, identifiable image. In the Community Core area the backdrop screen element will open and close to allow views into commercial areas. The intersection of Pine Avenue and Main Street is an extremely important focal point within the plan that will receive extensive enhancements. Special landscape treatments will be provided in conjunction with these enhancements. A lush understory and groundcover should be consistently applied to the medians and parkways.
- Major Arterial Treatment (Kimball Avenue)
  - Landscape along Kimball Avenue should reflect the character of the adjacent uses. Generally this avenue will feature an informal, meandering display of evergreen and deciduous canopy trees set against an evergreen backdrop. More natural and open layouts should be applied to areas adjacent to open space uses to allow views. More formal groupings with tall backdrop screen trees and landscaping may be applied in areas adjacent to higher density and non-residential uses. A lush understory and groundcover should be applied to medians and right-of-ways. Parking lots should be screened and entry points distinguished.
- Major Arterial Treatment (Hellman Avenue)
  - Landscaping on Hellman Avenue south of the Perimeter Buffer Trail should enhance the rural/rustic character of surrounding areas. Informal groupings of indigenous landscape should be used. Tree and shrub species should complement and blend with the natural environment, providing roosting opportunities for raptors and other birds. Special palettes tailored to sensitive areas (e.g. Mill Creek) will also be provided. The landscape design should blend these indigenous species with the plant palette used north of the Perimeter Buffer Trail in order to accomplish a smooth transition between the designs for the northern and southern portions of

Hellman Avenue. North of the Perimeter Buffer Trail, the landscaping on Hellman Avenue should be dense and tall to help screen adjacent residential areas. Generally, Hellman Avenue will display an informal, meandering display of evergreen and deciduous canopy trees set against an evergreen backdrop.

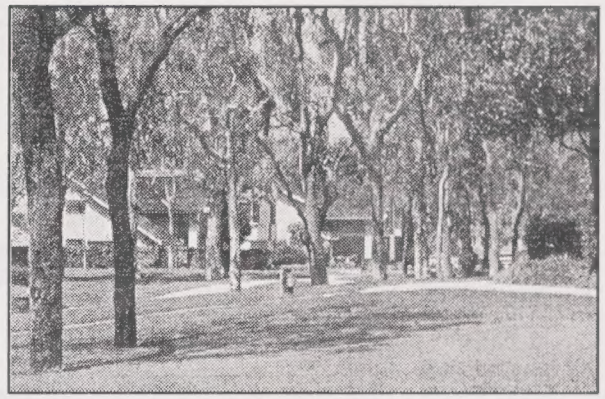
While not shown on Figure 21, the landscape treatment for Hellman Avenue continues north to Merrill Avenue.

- Local Collector Treatment
  - Landscaping along Local Collectors should reflect the character of the surrounding uses. Adjacent to commercial areas, landscaping should be formal with a backdrop screen that opens and closes at intervals to provide views of the businesses. Adjacent to residential areas, the landscaping should be dense and tall to act as a buffer and screen. A lush understory and groundcover should be consistently applied to the medians and right-of-way. Parking lots should be screened and entry points distinguished.
  - Cucamonga Avenue (North and South) will have a formal display of accent, deciduous street trees set against an evergreen broad-canopy screen backdrop.
  - The Loop Road will feature an informal meandering display of deciduous accent street trees set against an evergreen backdrop (where needed).
  - Bickmore Avenue and B St. will have a formal display of broad-canopy, evergreen street trees with an evergreen backdrop.
  - Bon View and Sultana Avenues will include an informal deciduous accent street tree set against a broad-canopy evergreen backdrop.
  - Chino-Corona Road will have an informal, meandering display of deciduous street and accent trees that blend with the open space elements. Backdrop trees will be used at side/rear yard conditions.
  - The landscape treatment for Local Collectors shall apply to the collector roadways north of Kimball Avenue.
- Main Street Treatment
  - In the Community Core, Main Street requires special treatment to distinguish it as the heart of the community. Landscaping should be contained in planters with canopy trees to provide shade. Landscape elements on Main Street should emphasize hardscape elements, such as special paving on sidewalks and crosswalks, bulb-out curbs at intersections, public art, seating areas, themed lighting standards, specially treated newspaper racks, and themed shade structures and phone booths and other street furniture. North and south of the Community Core, generally the same plant palette will be carried through in order to blend the core into the adjacent residential

communities. The landscape design pattern shall be more formal in the core and more informal in the residential and open space areas. The use of a backdrop screen will be used when screening is necessary in the residential areas (exceptions are front on residential and occasional views into commercial and recreation). Changes and additions may be made to the shrub and groundcover selections in order to suit uses outside the Community Core.

Paseo Treatment

- Paseos link the development areas with parks, schools, the southern natural open space area as well as points outside of The Preserve. Paseos include multipurpose paths intended to accommodate pedestrian, bicycle and, in some cases, equestrian traffic. Due to their length, Paseos are urban, suburban and natural in character depending upon the surrounding area.
- Similar to roadways, the landscape treatment of Paseos within individual projects may include some variety in order to distinguish between different districts or neighborhoods, identify major developments or activity centers, or to direct/orient travelers to key destination points. However these guidelines and the plant palette shall be used as a starting point to establish some consistency in the appearance of the Paseo to reinforce the image of the route.
- Paseo treatments are conceptual in nature. The exact design, configuration and content will be determined by the City in detailed site plans. The following treatments shall be applied to the Paseos depicted on Figure 15, Community Paseo and Open Space System:
  - Paseos should complement the character of the adjacent areas. For example, areas adjacent to lower density residential uses should be more natural in appearance using informal groupings of native vegetation while areas adjacent to higher density residential and non-residential uses may have more formal groupings of landscape and hardscape.
  - In urban areas, such as the Community Core, landscaping should be contained in planters with canopy trees to provide shade. In urban areas, paseos should include special paving, public art, seating areas and themed lighting.
  - The paseos adjacent to residential areas should include dense and tall landscaping to buffer and screen adjacent residential areas.



Examples of Paseos.

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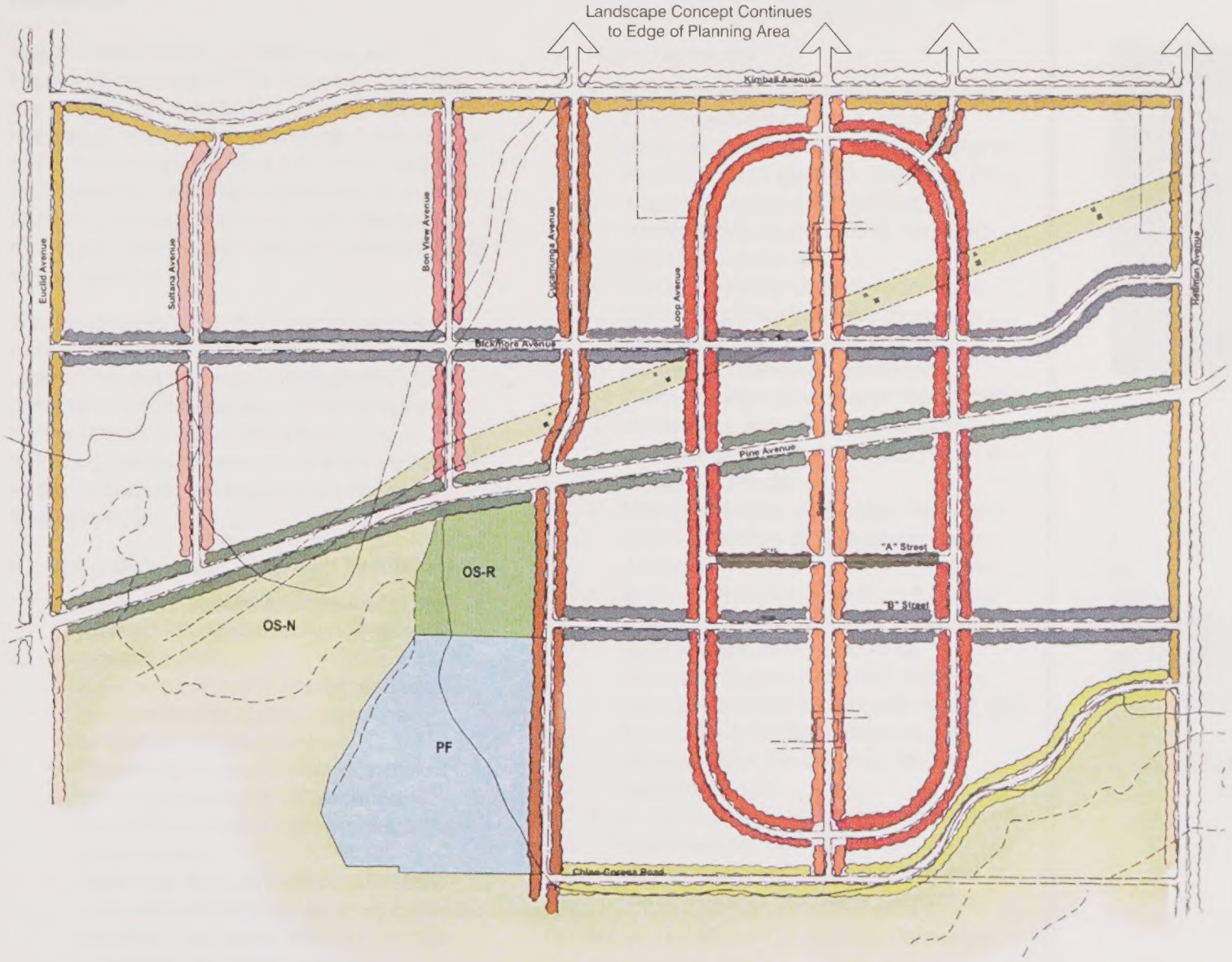
LANDSCAPE STRUCTURE DIAGRAM



Euclid Avenue-
Hellman Avenue
Kimball Avenue
Eucalyptus spp - Evergreen Parkway Median Street Tree
Platanus racemosa- Deciduous Accent Tree
Pinus elderica- Backdrop Screen Tree

Bon View Avenue
Zelkova serrata 'Village Green' - Parkway Street Tree
Schinus molle - Backdrop ScreenTree

Sultana Avenue
Pistache chinensis- Parkway Street Tree
Schinus molle - Backdrop ScreenTree

Cucamunga Avenue/
Chino-Corona
Gleditsia tricanthos- Parkway Street Tree
Schinus molle- Backdrop Screen Tree

Loop Road-
Liquidamber styraciflua - Parkway/Median Street Tree
Schinus molle- Backdrop Screen Tree

Main Avenue (Spine)-
Plantanus acerfolia- Parkway Street Tree
Platanus acerfolia- Median Tree (entry spine only)

Chino-Corona Road-
Populus nigra 'Italica' - Accent Tree
Platanus racemosa - Street Tree
Schinus Molle - Backdrop Screen Tree

Pine Avenue-
Pinus pinea- Parkway Tree
Pinus pinea- Median Tree
Pinus pinea- Screen Tree

A Street and Core Connectors-
Magnolia grandiflora- Parkway Tree
Pinus elderica - Screen Tree

Bickmore Avenue and B Street-
Quercus agrifolia- Parkway Tree
Pinus elderica - Screen Tree

Edison Utility Easement-
T.B.D

South Hellman and Euclid-
Native and Indigenous Palette
T.B.D

NOT TO SCALE

Source: Lewis Operating Corp. & EDAW

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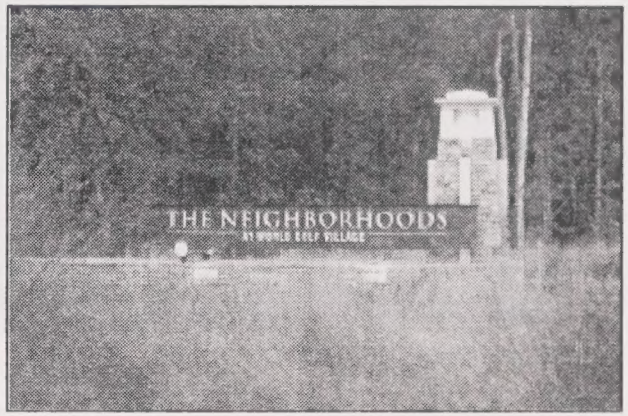
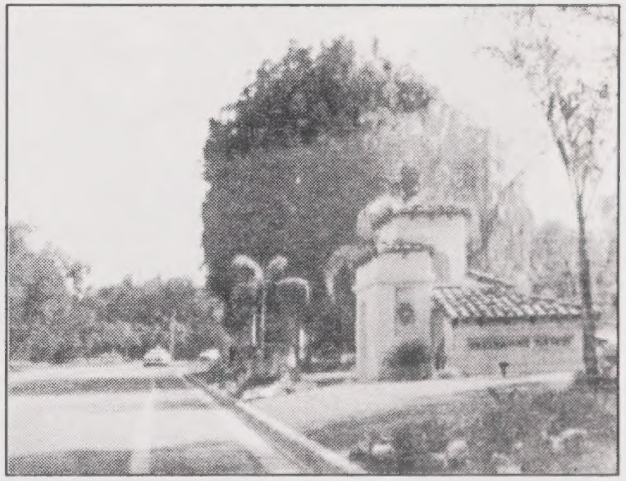
Gateways

Major intersections, or Gateways, are important features of The Preserve and they are intended to be distinct and identifiable. Gateways require special design treatment in order to announce arrival into The Preserve itself, identify major developments or activity centers, provide direction to key destination points and distinguish between different parts of the Specific Plan.

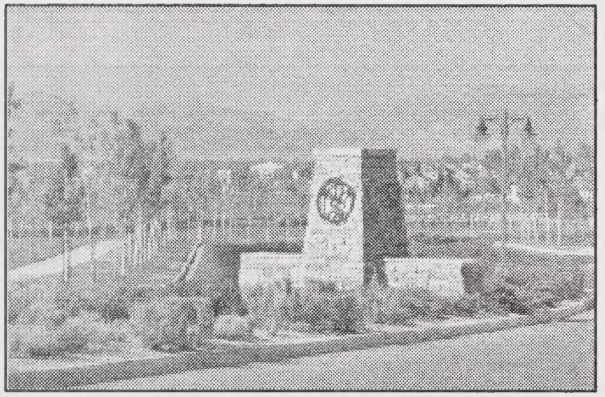
The treatments described below provide the minimum quality of the various gateway types. The exact design, configuration and content of each Gateway will be determined by the City in detailed site plans. The following gateway treatments shall be applied to the intersections depicted on Figure 22, Gateway Plan:

- General Gateway Treatment Guidelines
  - Gateways should include low scale, themed identification concepts with exterior lighting.
  - Special paving identifying crosswalks and pedestrian areas should be employed at gateways.
  - Gateways may utilize an informal or formal grouping of tall accent and shade trees with a lush understory and groundcover.
  - Gateways should incorporate street furniture and fixtures, such as bollards, benches, low walls, shade canopies, or trellises as appropriate.
  - All corners of a gateway shall have the same design and treatment.
- Major Gateways
  - Major gateways announce entry into The Preserve through a visual statement and unique design features. As shown on Figure 22, Gateway Plan, major gateways are identified on intersections along Euclid, Hellman and Merrill Avenues.
  - Major gateways shall include signs identifying The Preserve, themed lighting, enhanced hardscape elements, Chino and Preserve character elements, a lush landscaping understory, and distinct use of the planting palette that wrapped from the adjoining streets.
  - Major gateways should be the largest of the gateways in size and scale to distinguish arrival into The Preserve.
  - Major gateways range from 3,500 to 4,500 sq. ft. in area. They generally have a dimension of 90'-100' dimension measured back from the apex of the curb to the community wall that defines the back edge of the gateway (see the diagram on the following page).
  - In addition to The Preserve Community identification, City of Chino identification will also be displayed on the signage at the major gateways.
- Major and Minor Community Gateways
  - Community gateways are intended to highlight major intersections within The

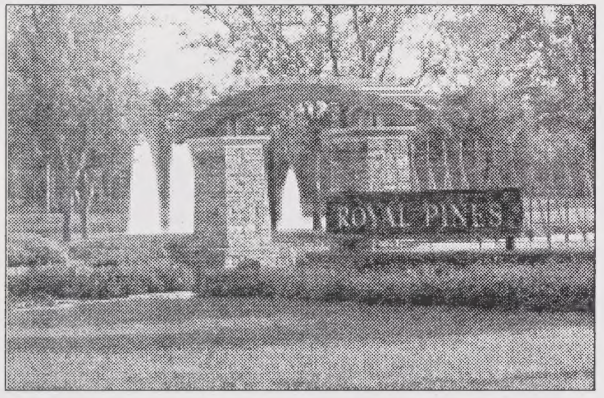




Examples of Major Gateways



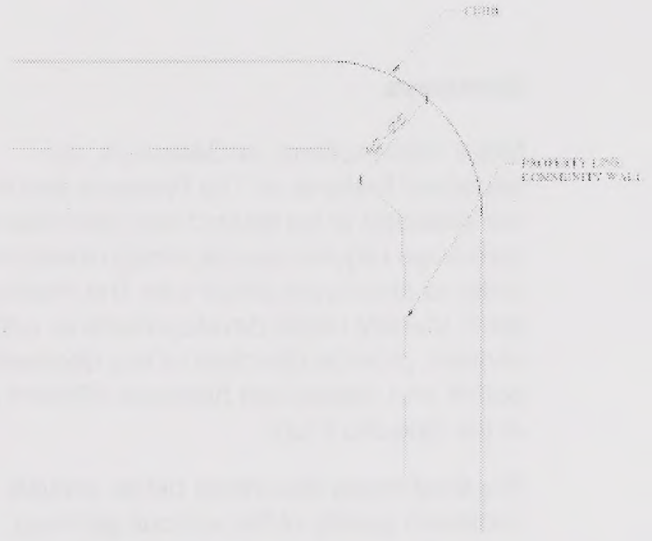
Example of a Minor Community Gateway



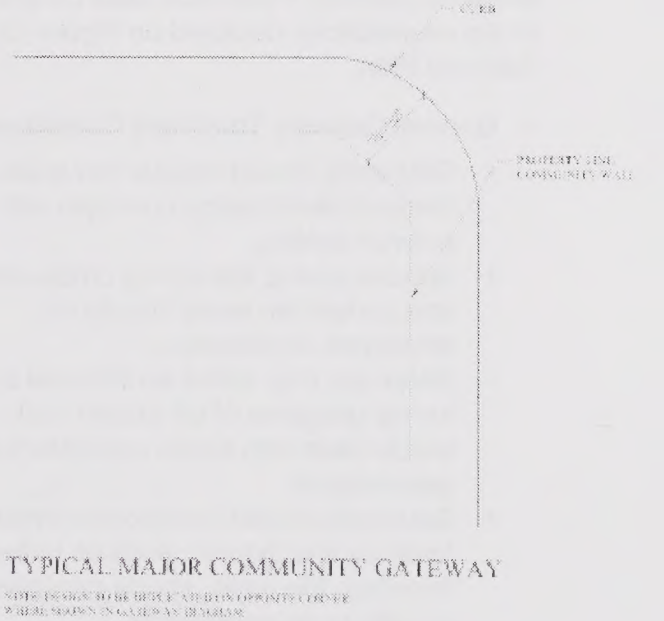
Example of a Major Community Gateway

Preserve and announce arrival into major districts.

- Community gateways may include signs identifying the district or community, but should include themed lighting, enhanced hardscape elements, a lush landscape understory and distinct use of the planting palettes wrapped from the adjoining streets.
- Minor gateways generally range from 2,500 to 3,500 square feet in area, and Major gateways from 3,500 to 4,500 square feet. The Minor Community Gateways have a dimension of 55'-70' measured back from the apex of the curb to the community wall, which defines the back edge of the gateway. The Major Community Gateways generally have a dimension of 75'-90' measured back from the apex of the curb to the community wall that defines the back edge of the gateway.



TYPICAL MAJOR GATEWAY



TYPICAL MAJOR COMMUNITY GATEWAY

- Neighborhood Entry Enhancements
  - Neighborhood entry enhancements are intended to signify arrival into key areas within the interior of The Preserve.
  - Neighborhood entries are not to be placed at all entries to each project. The exact location of specified neighborhood entries off of local collectors or local streets will be determined during neighborhood lotting design when project entry locations will be known.
  - Neighborhood entry enhancements shall be minimal, strong and simple. The entries shall relate to the character of The Preserve as a whole and are intended to subtly announce transitions rather than create many individual walled subdivisions. These gateways could occur at apartment home entries, entries to major commercial areas, entries into major activity areas and entries into large districts of residential homes.
  - Neighborhood entry enhancements may include simple monumentation, themed lighting, themed character elements and enhanced plantings, which draw from the palette of adjoining streets and special hardscape elements. Identification signs with the name of a particular development on the entry are only permitted for multi-family projects and must be located at entry drives and not at the corners of a specific project.
  - The landscape and hardscape treatments of the gateway should enhance or mimic the overall image of the project.
  - Neighborhood Entry Enhancements are the smallest in size and scale and can be incorporated into the entry-points of projects themselves as a form of identification.
- Special Major Intersection Enhancement at Pine Avenue and Main Street
  - The Pine/Main Gateway will be the most important intersection in The Preserve, announcing entry into the heart of the Community Core.
  - The enhancements for this intersection require a unique "one of a kind" treatment that will reflect the high quality, design, architecture and overall image of the Community Core and The Preserve.
  - Features may include textured pedestrian paving, signature building architecture, massing and detail, street furnishings, enhanced lighting, public art, seat walls and water features. Specific designs will be determined through the preparation of the Master Plan and Design Concept for the Community Core.

TYPICAL MINOR COMMUNITY GATEWAY

Neighborhood Enhancement

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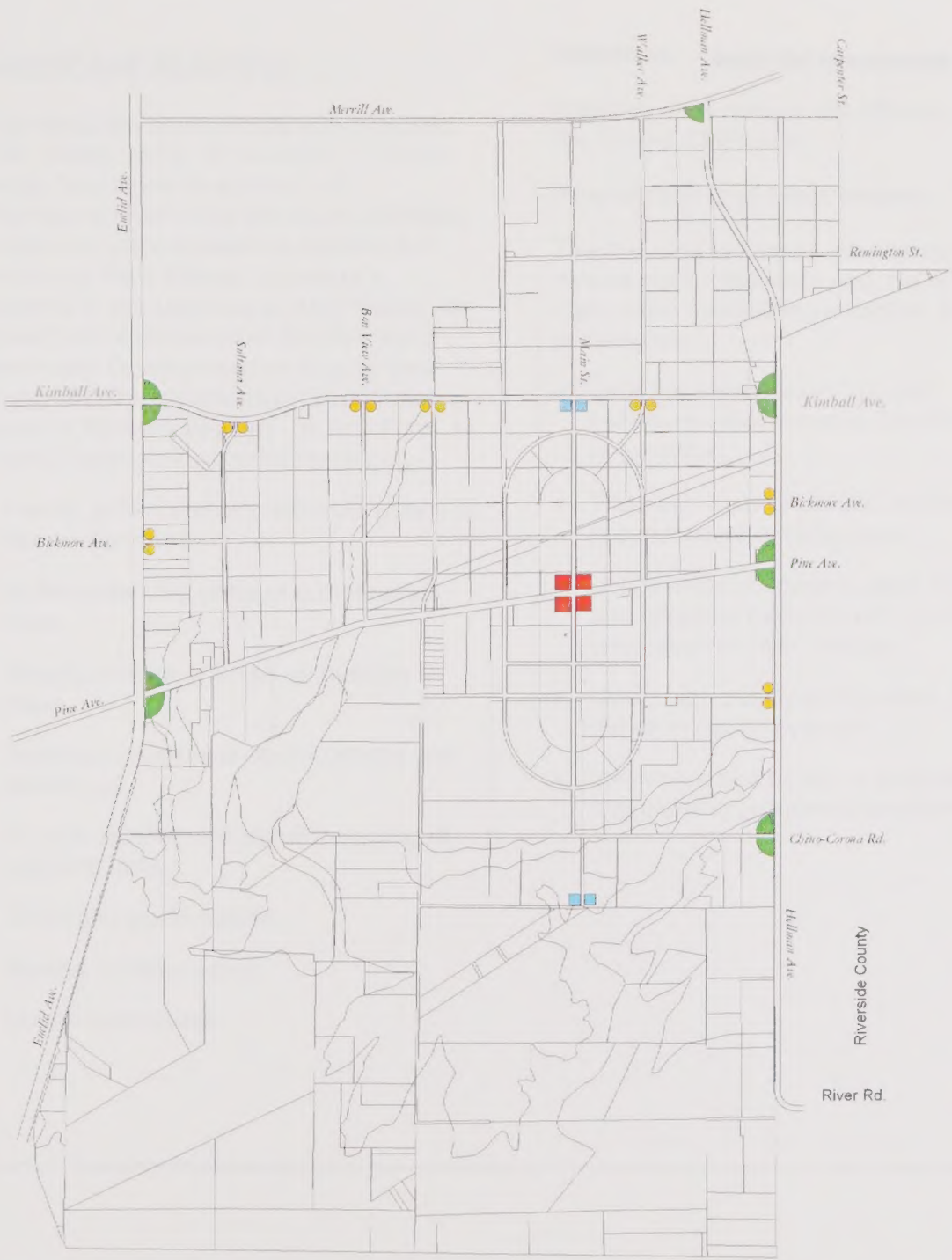
GATEWAY PLAN



- Pine/Main Gateway
- Major Gateways
- Major Community Gateways
- Minor Community Gateways

Note: Neighborhood entry enhancements will be as determined as part of the project review process based upon actual product layout of individual projects.

NOT TO SCALE

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LANDSCAPE PLANTING

All landscaping shall comply with Chapters 20.08, 20.09, 20.10, 20.14 and 20.15 of the Zoning Ordinance. In addition, all landscaping shall utilize the approved trees, shrubs and groundcovers as listed in the Landscape Plant Palette, Appendix 4. Additions to the Landscape Plant Palette are allowed with approval from the Director of Community Development as long as they comply with the guidelines in "Landscape Plants for Western Regions" by Bob Perry. In general, landscaping should serve to:

- Frame, soften and embellish the quality of the environment.
- Buffer units from noise or undesirable view.
- Visually reduce or break up building mass.
- Break up large expanses of parking and hardscape.
- Provide shading and climatic cooling of adjacent units.
- Direct and guide visitors.
- Screen or frame views.
- Create focal points.

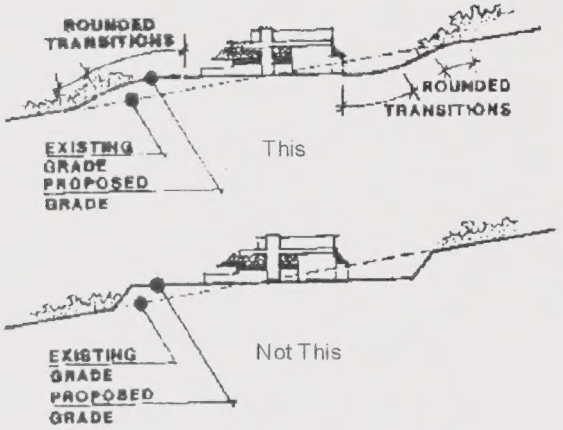
Irrigation

Irrigation shall comply with Chapter 20.15 of the Zoning Ordinance.

Preparation and Maintenance

The following strategies are intended to help reduce public operation and maintenance costs while maintaining attractive, enduring landscapes:

- Limit the areas for which public Landscape Maintenance District's are responsible.
- Transition from turf to low, carpet-like groundcovers or rockscape.
- Utilize water-conserving plant materials and irrigation methods with greater emphasis on dryer palettes.
- Utilize high quality and durable, state-of-the-art irrigation systems.
- Involve the community in projects such as tree planting programs/sponsorships.



Slope Treatment

GRADING GUIDELINES

The Grading Guidelines are intended to guide earthwork so that it enhances and mimics natural landforms. The following guidelines apply to grading activity within The Preserve:

- Grading shall comply with the City's Grading Ordinance and standards.
- Cut and fill earthwork should be balanced within each project.
- Grading shall be minimized by following the natural ground contours.
- Man-made landforms shall be graded to avoid unnaturally sharp or straight edges and planes. The top and toe of graded slopes shall be rounded to avoid harsh machine-made appearance.
- Natural vegetation should be retained and incorporated into the project whenever possible.
- All graded slopes shall be stabilized and planted with approved trees, shrubs or groundcovers as listed in the Landscape Plant Palette, Appendix Four.
- Natural drainage-ways shall be preserved unless unfeasible.
- Collection and on-site retention of storm water runoff is encouraged to supplement irrigation and minimize water contamination from surface run-off.
- The use of retaining walls between parcels should be limited to those situations where other options are infeasible. Where retaining walls are necessary they should be located within the project and not along its boundaries or along streets so that visual impacts are minimized.
- Retaining walls are limited to 3 feet in height (retaining portion of wall).
- Where berms are required they shall be shown on grading plans.

RESIDENTIAL DESIGN GUIDELINES

The following guidelines apply to residential development in The Preserve and augment the Community and Neighborhood Design Guidelines. Additional standards apply in the Community Core, as described in subsequent sections.

Residential Site Planning Guidelines

The goal of site planning is to integrate buildings and site improvements into a unified setting with minimal impact on adjacent uses and to create an appealing community. Site planning concentrates on the proper placement of buildings, roads and services. The goal of residential site planning is to create a neighborhood fabric that offers a unique, safe and visually appealing environment to those in and around the development. Site plan design should respond to the following guidelines:

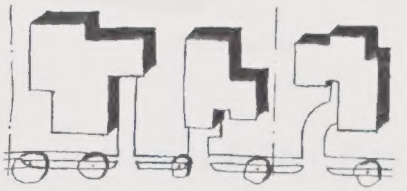
- Effectively accommodate the residential unit types proposed.
- Utilize a variety of lot sizes and widths to encourage efficiency in design and a mixture of product types.
- Utilize a variety of lot configurations, including zero lot line, z-lots and narrow and wide lot design.
- Utilize a variety of building configurations.
- Utilize varied driveway locations and garage orientations to break up repetitive curb cuts and yard patterns.
- Place utilities vaults, transformers, power lines and other similar utilities underground or screened from view, per Section 20.08.23 of the Chino Zoning Ordinance.
- Buffer residential uses from existing adjacent land uses that may result in negative impacts.
- Provide for smooth and logical transitions between residential product types.
- Provide convenient access to the Paseo and Community Open Space System, sidewalks, activity centers and recreational facilities.
- Plan ancillary structures and trash enclosures as part of the project to ensure they are placed properly or screened.

Residential Architectural Guidelines

The architectural guidelines for Residential structures within The Preserve are not designed as rigid, product specific requirements that can lead to blandness and homogeneity. All developments/projects shall be designed and built of a high quality in accordance with the following guidelines:

- Include an assortment of unit designs to create variety and interest.

Unit Segmentation



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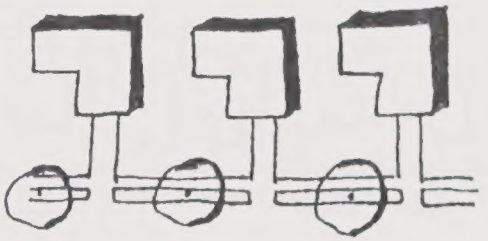

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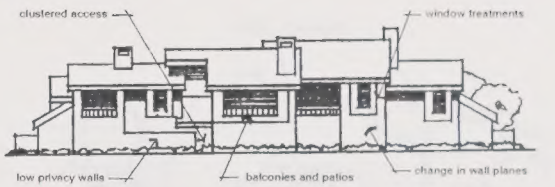
Building Footprint Variation

- Place an emphasis on and enhance elevations that are visible from public view.
- Include a multitude of building volumes, footprint, massing and setbacks to vary the streetscape.
- Ensure that building themes stay true to the chosen architectural style. Diverse elements from different styles should be avoided.
- Ensure that all residential structures possess articulated facades such as recesses, recessed openings, building separations, variations in plane and height, and the inclusion of elements such as balconies, porches, arcades and architectural projections consistent with the architectural style to provide depth and contrast and avoid flat, unarticulated building facades.
- Employ projections, recesses and overhangs to provide shadow and depth.
- Utilize vertical and horizontal roof articulation to introduce additional shapes, angles, and shadows and add visual relief to the tops of buildings. Roofs should also be designed as an integral component of the form of the building, its mass and facade. Roof articulation may be achieved by changes in plane of no less than 2.5 feet and/or through the use of traditional roof forms, such as gables, hips and dormers, and through effective use of roof overhangs. Flat roofs and A-frame type roofs are discouraged unless appropriate to the overall architectural style.
- Finish roof flashings, rain gutters and downspouts, vents and other roof protrusions to match adjacent finish materials and/or colors. Unfinished galvanized metal is not acceptable.
- Provide a minimum roof pitch of 4/12 (vertical rise/horizontal run) on all dwellings.
- Ensure that all exterior elevations are architecturally treated and detailed, but with an emphasis on the front façade and other facades that are visible from public view.
- Utilize various siding materials to produce effects of texture and relief that provide character and consistency. Any changes in material should occur at changes in plane to foster an appearance that is substantial, integral and complete. Material changes at the outside corners of structures give an impression of thinness and artificiality, which should be avoided. Material changes not accompanied by changes in plane also frequently give the material an add-on appearance.
- Exterior finish materials such as metal or aluminum siding and roofing, reflective materials and unfinished concrete block are not acceptable.
- Vary the size and placement of garages. When garages are located on the front

side of the house, it can be entered from the front or side, when lot size permits.

- Garage "rows" in service areas or areas hidden from view are acceptable.
- Garages shall not dominate the street scene. Orient garage doors in a variety of ways to avoid the monotony of garage door corridors.
- Include variation in colors, materials and texture treatments.
- Blend compatible colors in a single facade or composition to add character and variety, while reducing, or breaking up the mass of the building.
- Employ lower wall wainscots and built-up or recessed reveals to add interest and break up vertical monotony.
- Avoid unusual patterns and color schemes.
- Coordinate color and finishes on building exteriors of all elevations of a building to provide a total continuity of design.
- Integrate and design stairs, balconies, porches and patios into the overall design of the building.
- Ensure that multi-family residential and cluster housing facades include features such as porches, entry doors, windows, outdoor living areas or courtyards that relate to the adjacent street(s) to create a welcoming appearance and promote individuality.
- Orient individual buildings of multi-family residential and cluster housing toward open space areas, recreational features and enhanced edges.
- Integrate detached garages and accessory structures into the overall design of the project with similar materials and details.
- Provide offsets and separate entries for 3+ car garages.
- Recess garage doors into the garage wall. Garage doors should be multi-paned or otherwise provided with subtle adornment to provide shadow relief. Decorative panels, windows, arched doorways or ornamental trim are strongly encouraged.
- Provide each unit in multi-family and attached housing projects with an individual identity. This can be accomplished by individually articulated entries, offsetting and staggering units and by combining one and two-story building forms to separate massing. This also will add variety to the streetscape.
- Step back upper floors within multi-story buildings in order to diminish building mass in a manner consistent with the specific architectural style.
- Integrate skylights, if any, into the roof form. "Bubble" skylights are not acceptable.
- Integrate the proportion and material of chimneys into the appearance of the roof.



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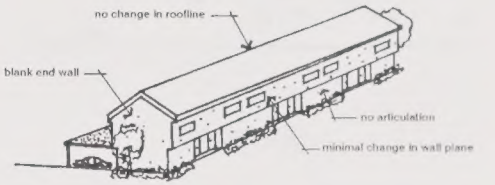

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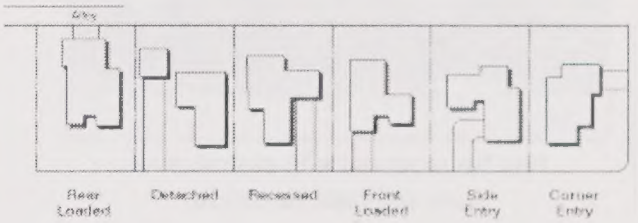
Multi-Family Building Form



Garage Orientation

- Inset window glass from the exterior wall surface and/or provided with dimensional trim as a method of providing a sense of depth.
- Consider privacy of adjacent residences when locating windows.
- Use of functional or decorative shutters is encouraged when appropriate to the architectural style.
- Master architectural guidelines shall be prepared for each separate project that provide more detailed, yet consistent, guidelines for each project/Master Plan.

COMMERCIAL DESIGN GUIDELINES (NC AND RC)

The following guidelines apply to commercial development in The Preserve. Additional standards apply in the Community Core, as described in subsequent sections.

Commercial Site Planning

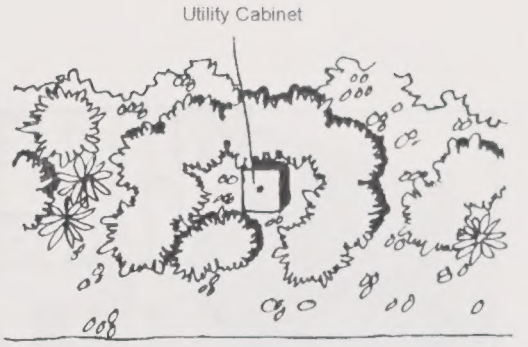
As with residential site planning, the intent of commercial site planning is to integrate buildings and site improvements into a unified setting with minimal impact on adjacent land uses. Site planning within the Plan area should concentrate on the proper placement of buildings, roads and services in order to provide convenient connections between uses, convenient access for motorists and pedestrians, and necessary buffering or screening of certain activities or uses. The site plan should take the following into consideration:

- Provide convenient access to the Paseo and Community Open Space System, sidewalks, residential areas and recreational facilities.
- Reinforce the linkage between commercial developments with building and landscape elements. In the case of landscape elements, these links may be made with either hardscape (e.g. paving), or softscape treatments.
- Provide open-air plazas and courtyards that are pedestrian friendly and act as a focus for a development.
- Break-up large surface parking areas into smaller pieces through site planning and landscape design. Encourage the placement of hedges and landscaping along the street side of parking areas.
- Plan ancillary structures, service areas and trash enclosures as part of the project to ensure they are placed properly or screened.
- Promote variations in building footprints through cut-outs, pop-outs and the positioning of buildings.
- Orient the building and major entrances toward the street.
- Orient parking to the rear of the building.
- Cluster non-residential buildings and create courtyards and pedestrian areas.

Commercial Architectural Guidelines

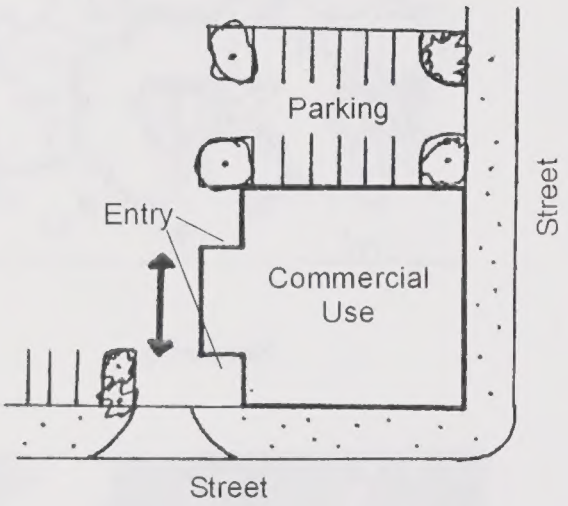
The architectural guidelines for commercial structures within The Preserve are not intended as rigid requirements. Require that all developments/ projects be designed and built of a high quality through use of the following principles:

- Avoid repetitive units that will produce monotonous elevations and street scene by using a variety of building forms,



Screening

An example of a landscaped and screened parking area



Building Orientation

placement, color, materials and landscaping.

- Require a minimum of two primary building materials for all buildings.
- Ensure that all non-residential structures possess articulated facades including recesses, recessed openings, building separations, variations in plane and height, and the inclusion of elements such as balconies, porches, arcades and architectural projections to provide depth and contrast and avoid flat, unarticulated building facades.
- Use a variation in colors, materials and texture treatments to provide visual interest.
- Include a variety of rooflines and heights to create variety and interest.
- Relate each building in terms of bulk and mass but do not make them identical.
- Break up long planar surfaces and avoid one long, continuous building providing for visual relief and interest. Offsets, pop-outs, overhangs and recesses all may be used to produce effective shadow interest areas. Larger buildings require more relief than smaller buildings.
- Design windows to create visual interest by varying elements such as size or facade treatment, or by creating interesting patterns. Windows located flush to the building plane are discouraged.
- Detail and treat all exterior elevations exposed to public view. The rear and side elevations that are not subject to public view do not have to be as detailed as the front, but must incorporate major themes and elements.
- Integrate and design stairs, balconies, porches and patios into the overall design of the building.
- Design accessory structures, such as parking garages, to complement and be consistent with the architectural style of the main structures.
- Locate storage and service areas away from public views.
- Provide pedestrian access paths through parking areas.
- Incorporate shading into the design of projects.
- Building architecture and materials must be of high quality and must weather well over time. Avoid trendy or garish architecture.

Additional Commercial Standards

Commercial Design Guidelines. Per Section 20.09.060 of the Chino Zoning Ordinance.

Parking and Circulation. Per section 20.09.060.B.2 of the Chino Zoning Ordinance.

Lighting. Per section 20.09.060.B.3 of the Chino Zoning Ordinance.

Landscaping. Per section 20.09.060.B.4 of the Chino Zoning Ordinance.

Paving. Per section 20.09.060.B.5 of the Chino Zoning Ordinance.

COMMUNITY CORE DESIGN GUIDELINES

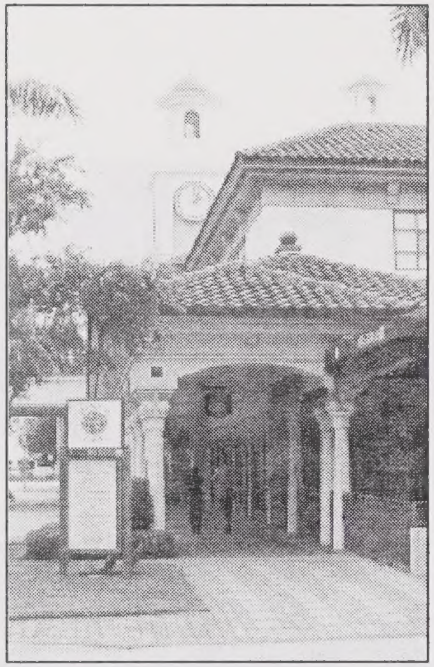
The following Design Guidelines apply to the Community Core land use designation. The intent of these guidelines is to direct the development of a traditional downtown main street that is focused upon the pedestrian experience. These guidelines will be augmented and provided in greater detail through the Master Plan and Overall Design Concept. A conceptual illustration depicting the significant features of the Community Core is shown on Figure 23, Community Core Design Features.

Community Core Site Planning

The intent of Community Core site planning is to integrate buildings and site improvements into a unified setting with minimal impact on adjacent land uses. Site plans for the Community Core should take the following into consideration:

- Orient buildings and major pedestrian entrances for non-residential uses on the front property line of Main Street.
- Parking areas need to be located behind buildings off of Main Street and access to such parking must be off of side streets, not Main Street.
- Locate on-site parking in the rear of buildings. Encourage parking to be located in shared facilities to the greatest extent possible.
- Allow shade treatments, such as canopies, roof overhangs and arcades, to encroach into the public right-of-way on Main Street to encourage pedestrian use. Such encroachments require approval by the Public Works Department.
- Reinforce the connections between buildings on Main Street through building and landscape elements. In the case of landscape elements, these links may be made with either hardscape (e.g. seating areas, public art, paving), or softscape treatments.
- Provide convenient access to the Paseo and Community Open Space System, sidewalks, residential areas and recreational facilities.
- Encourage open-air plazas that are pedestrian friendly and act as a focus for surrounding development.

Examples of a pedestrian oriented Community Core.



Examples of the varied architectural detail and pedestrian oriented design appropriate for the Community Core.

- Plan ancillary structures, service areas and trash enclosures as part of the project to ensure they are placed properly or screened. In no case should they be located on or visible from Main Street.
- Ensure variations in building form through cut-outs, pop-outs, the positioning of buildings and similar treatments.
- Parking structures should be located throughout the Community Core. This will reduce size of parking areas and maximize convenience for the customer.
- Public structures, such as libraries, museums and community centers, should be sited in a manner to emphasize their importance. This includes ensuring that the building is visually prominent, located at focal points, connected to walkways and located near parking areas.

Community Core Architectural Guidelines

The architectural guidelines for structures in the Community Core are not intended as rigid, product specific requirements. All developments/projects in the Community Core shall be designed and built to a high level of quality through use of the following principles:

- Design and orient each structure so that pedestrian activity on Main Street is facilitated.
- Provide special, enhanced, "signature" architecture at prominent locations.
- Avoid repetitive structures that will produce monotonous elevations and street scene.
- Relate each building in terms of bulk and mass but do not make them identical.
- Allow for visual relief for interest and to break up long planar surfaces and avoid one long, continuous building. Offsets, pop-outs, overhangs and recesses all may be used to produce effective shadow interest areas.
- Include a variety of rooflines and heights to create variety and interest.
- Design exterior windows to create visual interest by varying elements such as size or facade treatment, or by creating interesting patterns.
- All exterior elevations shall be treated and detailed.
- Include variation in colors, materials and texture treatments.
- Building materials must be of a high quality that will weather well over time.
- Integrate and design stairs, balconies, porches and patios into the overall design of the building.
- Design accessory structures, such as parking garages, to complement the main structures.

- Orient storage and service areas away from public views.
- Provide pedestrian access from parking areas to Main Street.
- Avoid trendy or garish architectural styles.
- Smaller scale buildings are encouraged along Main Street.
- Larger scale buildings must be designed and located with care to ensure that they address the pedestrian scale of the Community Core and do not overwhelm adjacent buildings.

Community Core Streetscape

- Ensure that special paving treatments are used to identify intersections and pedestrian crossings.
- Provide an array of themed street furniture and fixtures, such as seating areas, drinking fountains, landscape planters, water fountains, shade canopies and trash receptacles that are integrated into the overall design and character of Main Street.
- Encourage public art to be located in the Community Core.

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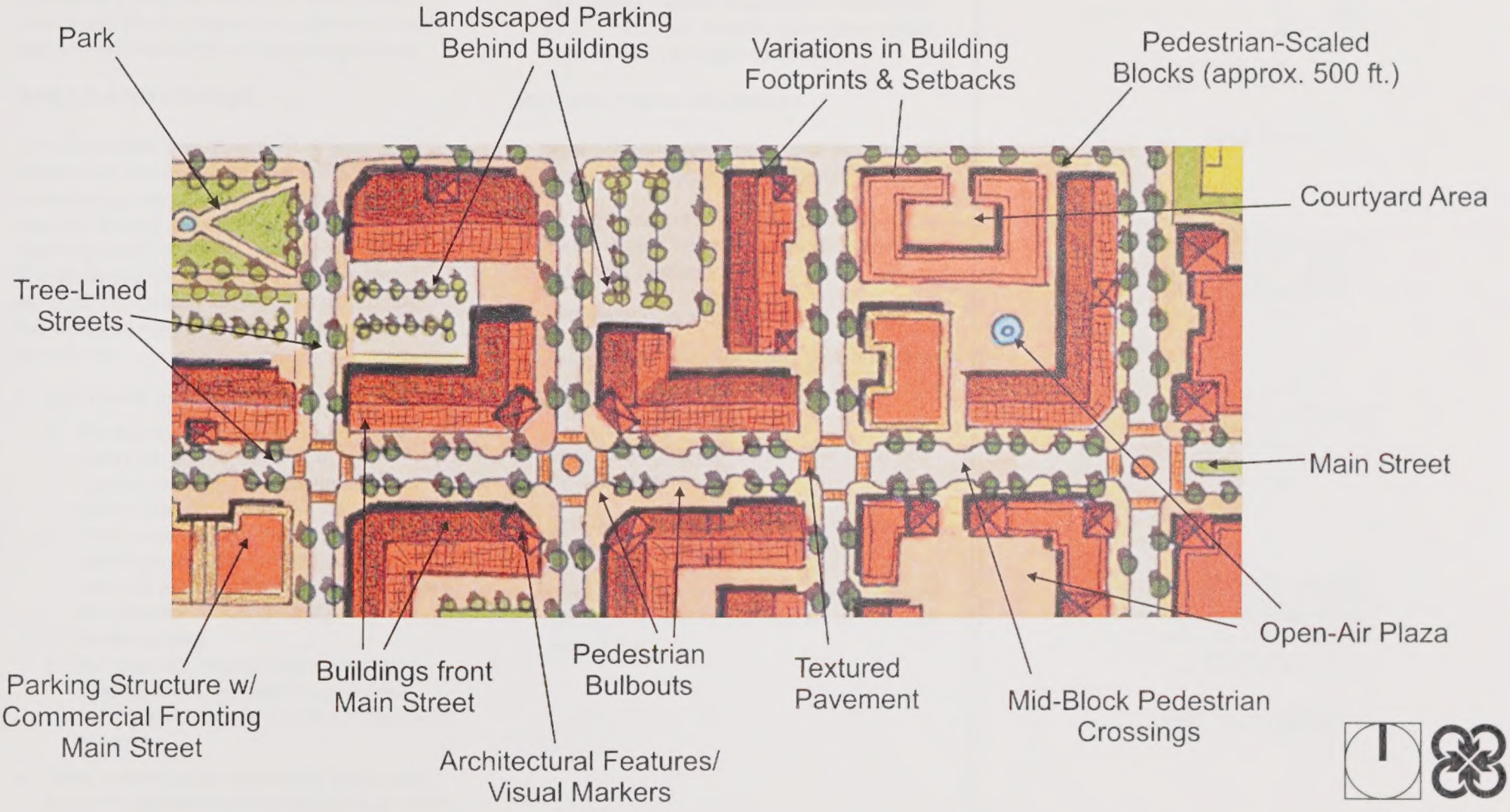
COMMUNITY CORE DESIGN GUIDELINES



Section VI
Figure 23

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INDUSTRIAL AND AIRPORT RELATED DESIGN GUIDELINES

The design guidelines specified in Sections 20.10.050.C and 20.10.060 of the Zoning Ordinance shall apply in the Light Industrial and Airport Related land use designations.

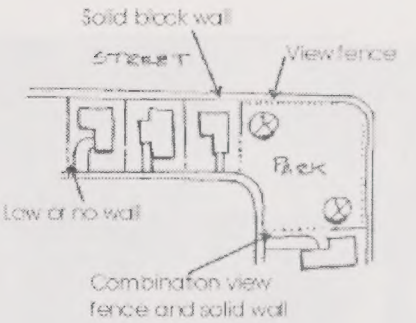
WALLS AND FENCES

The placement and treatment of walls and fences can have a significant impact on the community image. Walls are necessary for security, sound attenuation, privacy and for retaining earth. All walls and fences within The Preserve shall comply with Chapter 20.13 of the Zoning Ordinance, except that the wall type may vary under the following conditions:

- Solid walls are required when necessary:
  - For sound attenuation and privacy when residential uses abut Expressways, Major arterials and collectors.
  - Walls may exceed height limits for sound attenuation on major and arterials and collectors if approved by the Director of Community Development.
  - For security, sound attenuation and privacy when residential uses abut commercial, light industrial, schools or churches.
- Solid fences are encouraged as privacy screens between residential units or when residential uses abut the Community Paseo and Open Space system.
- Solid fences are not encouraged when the adjacent use does not require privacy, security or sound attenuation. Examples of this situation may include open space, habitat and recreational areas.

Wall and Fence Guidelines

- Integrate and plan walls and fences as part of the adjacent structure(s).
- Design walls and fences in a style, material and color that complement the adjacent development.
- Architecturally treat walls and fences.
- Require that exterior walls over 60-feet in length be broken by planting recesses, or offsets.
- Encourage the combination of solid and view fences.
- Use landscaping to mask walls and reduces their perceived length.
- Lowered walls are encouraged along the sides of homes to provide visual relief for corner lots.



Wall Types

Wrought Iron View Fence

Block Wall

Wrought Iron Over Low Block Wall View Fence

Wall Types (Elevation)

Examples of appropriate signage in the Community Core.

SIGNAGE GUIDELINES

Signs are a means to advertise and identify places, events and businesses within The Preserve. Yet, due to the high visibility of signs, they are an important design element of the physical environment and must be considered during the design phase of all developments. Well-designed signs are not only pleasing in appearance, but can enhance the economic value and accessibility of a project. All signs in The Preserve shall comply with Title 16, Signs, of the City of Chino Municipal Code.

General Signage Guidelines

- Require that signs are compatible with the building and site design in terms of color, material and placement.
- Require that all signs be maintained in good repair.
- Require that the exposed backs and sides of signs be architecturally treated to blend with the exterior character of the buildings and site.
- Require that the color schemes for signage relate to other signs and graphics in the vicinity in order to achieve a coordinated sense of identity.

Community Core Signage

Signs in the Community Core must be designed to reflect the pedestrian nature of the place. The following guidelines shall be followed in the Community Core:

- Ensure that signage in the Community Core is oriented and scaled to the pedestrian and not the automobile.
- Prohibit the use of internally illuminated can signs on Main Street.
- Encourage signs on Main Street to be backlit or externally illuminated.
- A planned sign program, which integrates these guidelines at a project specific level, is required to be developed as part of the master plan for the Community Core.

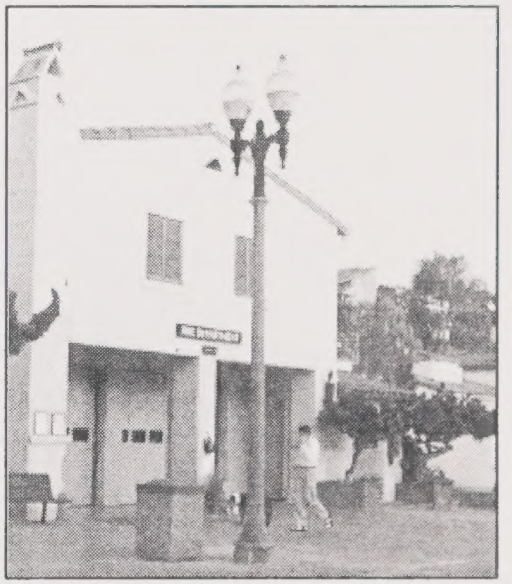
LIGHTING GUIDELINES

Lighting must be considered with the architectural theme as well as for safety purposes. Lighting fixtures and standards can define the quality appearance of developments and help identify an area. As a basic guideline, lighting shall comply with the Chino Zoning Ordinance, as well as the following:

General Lighting Guidelines

- No specific design is prescribed and variations in treatments are allowed; however, light fixtures and standards should be coordinated along public rights-of-way and among individual projects.
- For projects near the Chino Airport, lighting shall comply with requirements of the Chino Airport Master Plan, which typically requires outdoor fixtures to be down-lighted or hooded.
- Blinking lights are not allowed.
- Light standards should blend architecturally with buildings, pedestrian areas, other hardscape elements and street furniture.
- Light standards and fixtures shall conform to state and City safety and illumination requirements.
- The design and placement of site lighting must minimize glare affecting adjacent properties, buildings and roadways.
- Lighting should be positioned to enhance the safety of vehicular and pedestrian traffic at key points along roadways and paths. Light should be concentrated at intersections and pedestrian crosswalks.
- Parking areas should utilize lighting standards and fixtures that are consistent with and a continuation of the character of the structure.

An example of pedestrian lighting



An example of lighting that blends with the style and character of the surrounding architecture.

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SECTION VII: ADMINISTRATION

RESPONSIBILITY

The City's Director of Community Development shall be responsible for administering the provisions of The Preserve Specific Plan in accordance with the provisions of this Specific Plan, the State of California Government Code, Subdivision Map Act, and the City of Chino General Plan, Zoning Ordinance and Municipal Code.

Specific Plan Amendment

The Preserve Specific Plan may be amended per Section 30.03.040 of the City of Chino Zoning Ordinance (Specific Plan and Amendments).

Minor Amendments

Minor amendments include simple modifications to text or graphics that do not change the meaning, intent, or are contrary to any provision of the Specific Plan. Minor modifications may be accomplished administratively by the Director of Community Development and are appealable to the Planning Commission and City Council.

Major Amendments

Major modifications are amendments to exhibits or text that are intended to change the intent, development standards or other significant provisions of the Specific Plan. Major modifications require a Specific Plan Amendment and approval by the Planning Commission and City Council in accordance with the requirements of Section 30.03.040 of the Zoning Ordinance (specific plan and amendments).

Interpretations

Interpretations of the provisions of this Specific plan are subject to Section 20.01.060 of the Zoning Ordinance except as follows:

- When there is a question or ambiguity regarding the interpretation of any provision of this Specific Plan, The Director of Community Development has the authority to interpret the intent of such provision.
- The Director of Community Development may, at their discretion, refer interpretations to the Planning Commission for their consideration and action. Such a referral shall be accompanied by a written analysis of issues related to the interpretation.
- All interpretation made by the Director of Community Development may be appealed to the Planning Commission in accordance with the appeal procedures set forth in the Zoning Ordinance.

Severability

If any section, subsection, sentence, clause, or phrase of this Specific Plan, or future amendments or additions hereto, is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this plan.

DEVELOPMENT ADMINISTRATION SYSTEM

This section describes the system for administering development within The Preserve Specific Plan. The development administration system has been designed to help achieve the vision for The Preserve and make it a distinctive place. The administration system is tailored to respond to the goals of accommodating a segmented market, maintaining flexibility, being sensitive to costs and limitations on infrastructure, diversifying community character, and encouraging variety in product types and design. The administration system augments the City's existing development review processes. The major difference is the frame of reference for evaluating proposed development projects.

Variations in Average Residential Density

The distribution of residential density in The Preserve is based upon an average (mean), not a maximum. Average density differs from conventional zoning that dictates a maximum density and often results in communities lacking uniqueness. Instead, average density, along with other provisions of this plan, allows and encourages the flexibility to provide products at varying densities as long as the average density specified for each land use designation within a given project is not exceeded. For instance, a project may include products at a density above the "average" as long as products are also offered at densities below that "average" within the same project. If the average is maintained within each parcel/project, then the total unit count for the entire planning area will not be exceeded.

However development is not "squeezed" into a narrow density pattern at the top of each density range as it is with more conventional zoning.

The intent of the average density concept with respect to residential land uses is to accommodate and encourage a range of densities and product types (i.e., detached, attached and clustered homes etc...) within individual residential land use designations of the Specific Plan. This feature of the plan is included in order to ensure that a range of housing opportunities are provided to future residents, to provide variety and character in the design of neighborhoods, and to provide developers flexibility to better meet market demand.

Average Density

It may help to think of average density as a scale. Like a scale, higher density can be added to one side of the scale, as long as a lower density product is added to the other side so a balance is achieved. That balance is the average density.

The reason that this approach works from a developer's perspective (as opposed to the maximum density approach) is that: 1) the density ranges in The Preserve are broad; and 2) market momentum is facilitated because development can respond to multiple buyer profiles concurrently. This may allow products to be built and sold more quickly.

Segmented Market

The range of homebuyers in terms of needs, tastes and lifestyle choices. An example would be singles, seniors, entry level or move-up. In The Preserve, housing will be provided to meet the varying needs of each segment of the home buying public.

Project

A planned work or activity that is completed over time. This includes a single tract map, master plan, or unified collection of tract maps submitted concurrently or as part of a master plan, as well as any discretionary development permit or other permit (Site Approval, Special Conditional Use Permit, Administrative Approval).

Standards for Variations in Density

This section contains the requirements for distribution of density within the ranges allowed for residential land use designations, and shall be applied to all residential projects, including master plans. This section applies only to shifting units that are located within the same land use designation and the same project or master plan. The section entitled " Transfer of Density" (see following pages) specifies the conditions under which density may be transferred between different land use designations. The "Residential Density Distribution Guidelines" section that follows this section also provides guidance on how different densities are to be distributed within a given project.

- Every project may be developed at any density within the range specified in their respective land use designations as long as the average for that land use designation is not exceeded. For instance, land within the High Density Residential (HDR) designation has an average density of 16 dwellings per acre but enables those dwellings to be built at densities anywhere from 12 to 20 dwellings per acre.

- For a given project densities are expected by the City to be distributed along the density range of a given land use designation. At a minimum no more than 50% of the units within a single land use designation of a project may be at the average density or any single density. For example, a 20-acre project in the HDR designation, which would yield a maximum of 320 dwellings, could meet this requirement by building; 160 dwellings (50%) at 16 units per acre; 80 dwellings (25%) at 18 units per acre; and 80 dwellings (25%) at 14 units per acre. The Residential Density Distribution Guidelines in the section that follows provides additional direction and guidance.

- Compliance to ensure that the average density is not exceeded is monitored on a project-by-project basis by City Staff. The developer is required to provide proof, to the satisfaction of the Director of Community Development, that their project meets the density standards as well as the Residential Density Distribution Guidelines.

- Each land use designation is exclusive, not cumulative. For example, property in a Medium Density Residential designation may not develop to the densities of the Estate Residential designation.

- Density may be shifted between discontiguous areas within the same land use designation contained within a master plan, provided that such areas are under common ownership and are part of the same master plan.

Residential Density Distribution Guidelines

In the review of projects, including master plans and associated development applications, the City will require that their design and development provide for a variety of densities and/or mix of housing types. Toward this end, the following guidelines shall be adhered to in the review of residential development applications:

- In order to meet the requirement that no more than 50% of dwellings for a single land use designation within a given project are to be built at the average density or any other single density, such densities must substantially differ from the average. For example, if a project is in the Low Density Residential land use designation, which has an average density of 5.5 dwelling per acre, the off-average variations could be 4 dwellings per acre at the low end and 7 per acre at the high end of the range. Differences must be significant enough to be easily perceived visually. In general, densities for detached products should vary at least one full unit-per-acre. Minor differences in density are not acceptable to meet the purpose of these guidelines.
- The variation that is desired can be achieved by using a range of lot sizes/densities for conventional single-family dwellings or by including a mix of clustered, attached and/or single family dwellings.
- In meeting the 50% requirement, differences must be distinct and based on typical lot sizes for a given area. Variations in lot sizes that occur only as part of the layout of the project (i.e., knuckle and cul-de-sac fan lots, etc.) do not qualify as meeting the 50% requirement.
- Generally, larger projects, including master planned areas, are expected to provide a greater range of variation in density sizes and product types than smaller projects.
- Individual building envelopes or "builder pads" with a single density/product type must be limited in size to provide for an adequate distribution of different densities and housing types (i.e. detached, attached, condos, town homes, apartments, etc.). For detached dwellings and attached dwellings with densities less than 12 units per acre, envelopes with a distinct density and/or a distinct housing type generally should be 50 to 80 dwelling units in size. Envelopes for "for sale" attached dwellings 12 units per acre or greater should be between 50 and 175 dwellings in size.
- Envelopes for apartments may be up to 300 units, provided that adequate variety in terms of design has been incorporated, to the satisfaction of the Director of Community Development, for such features as: building height, articulation and massing; footprint and/or floor plan variations; using different architectural

styles/themes, and similar design features that prevent uniformity of building design and site layout. Individual projects may exceed the 300-unit limitation as long as a unique and distinct building style is introduced for every 200 units.

- Master Plans and "builder conveyance lot" subdivision maps must demonstrate how variety is achieved and maintained to the satisfaction of the approving authority, and must specify density and product type requirements for individual conveyance lots or, in the case of a master plan, individual building sites.
- Distribution of densities/product types must also take into consideration the entitled or developed densities, layout and product types of adjacent development. The purpose of this guideline is to avoid the inadvertent creation of a mass of undifferentiated, uniform product types or densities.

Transfer of Density

Excess residential density may be transferred only among properties under a single/common ownership. The ability to transfer density between areas of The Preserve Specific Plan provides flexibility to respond to site constraints and market demands, yet still ensure that the overall goals of The Preserve are maintained. Density is considered "excess" only when a project/master plan has been approved at or developed below the average density specified for its applicable land use designation or designations. In cases where there is more than one geographic area within a project with the same land use designation, the dwellings proposed in all such areas within the same land use designation would be added together to determine it there is excess density available.

- The amount of units below the average for each land use designation can be transferred subject to the following requirements:
- Density may only be transferred subject to and within an approved master plan(s), except as provided herein (See the sixth bullet).
- Residential dwelling units may only be transferred as follows:
  - Transfers up from Low Density Residential (LDR) Designations to the Medium Density Residential (MDR), High Density Residential (HDR), or Community Core (CC) designations.
  - Transfers up from an MDR to an HDR or CC designation.
  - Transfers from an HDR to another HDR or CC designation, and from a CC to either another CC or an HDR designation.
- Areas receiving a transfer of density cannot exceed the maximum density range specified for their particular land use designation. For example, land in the HDR designation, which has a range of from 12 to 20 units per acre, would not be allowed to develop at densities greater than 20 units per acre.
- Excess density may not be transferred from or into properties in the Estate Residential Land Use Designation or into the Low Density Residential land use designations.
- The basic land use patterns and the intent of the land use plan shall be maintained.
- The locations of the sending and receiving areas for dwelling units to be transferred must be specified within an adopted master plan or master plans at the time of the transfer, with the following exception. Dwellings may be transferred from areas within a master plan to an area under the same ownership outside of a master plan provided: 1) a legal instrument, prepared to the satisfaction of the City Attorney, is executed attaching development rights associated with the units to be transferred

to the title of specific receiving parcels, 2) the transfer is approved by the City Council, and 3) a development agreement with the City specifying the terms and conditions of such transfer. Such transfer must be executed at the time of adoption of the master plan(s) or amendments thereto.

Master Plans

Objectives

Master plans are required in order to achieve the following objectives:

- Ensure that applicable concepts, requirements and provisions of The Preserve Specific Plan are implemented in a cohesive and comprehensive manner;
- Provide for a high level of variety, character and quality of development within the master plan area;
- Establish continuity, compatibility and connectivity within the master plan area, neighboring developed properties and areas that may be developed in the future.

A master plan also allows a developer to receive approval from the City on product mixes, density variations and other development features of their project in advance of more detail-oriented approval of subdivision maps and site plans.

When Required

Master plans are required in the following instances:

- All projects 5 acres or greater in area.
- As specified under the Regional Commercial (RC) Land Use Designation, a master plan for the entire RC designation is required prior to approval of development within any part of the designation.
- In accordance with the master plan requirements of the Community Core land use designation.
- If density transfers are being proposed as provided for in this Specific Plan under the "Transfer of Residential Density" section.
- A master plan must apply to all contiguous properties under the same ownership, unless, the Director of Community Development approves a smaller area for the master plan. The purpose of this provision is to facilitate meeting the objectives of a master plan (see above) and to prevent properties from being developed "piecemeal" in an uncoordinated and disjointed manner.
- Master plans may have non-contiguous areas if determined by the Director of Community Development to further the purposes of this Specific Plan.

- If the Director of Community Development determines that a master plan is necessary for development to comply with the Guiding Development Principles or implement the requirements and provisions of The Preserve Specific Plan.
- The Director of Community Development may also require a master plan to extend beyond the boundaries of the ownership in question. The purpose of such extension would be to recognize logical planning boundaries, (streets, natural drainage ways, boundaries with non-residential land use designations, etc) and to ensure that areas outside of the ownership don't become fragments that will be difficult to develop in the future. It is recognized that the applicant does not own such properties and therefore information provided for these areas need not be as detailed as the owned area. However, enough information must be provided to effectively demonstrate that the design of the owned area will not unduly compromise the ability of other areas within the master plan to develop in accordance with the principles, standards and guidelines of this Specific Plan.

Contents of a Master Plan

In general, information needs to be included in a master plan so that the basic components, features and characteristics of the overall project can be discerned. The master plan is not expected to be a blueprint of every detail associated with the project. Rather, it is to outline the key features and characteristics of the development proposed and how such development will relate and be connected to neighboring properties. Master plans must, at a minimum, include information on the following:

- If a transfer of density is proposed, the size, location, proposed density and number of dwelling units (for non-residential, square footage), of "receiver" and "sender" area envelopes.
- Location and size of individual development sites or envelopes – i.e., areas within a master plan that have a distinct density and/or product type (detached, attached and clustered).
- For residential projects, statistical information demonstrating that the densities proposed comply with the project's land use designation(s) and is in accord with the Residential Density Distribution Guidelines.
- Location and size of public and private parks, trails, public open space or other public facilities, or utilities such as schools, fire stations, reservoirs, pump stations, detention basins, etc.
- Location and size of proposed common open space areas, and a description and general location of private recreational facilities and amenities such as swimming pools, community meeting rooms,

stables, sports courts (tennis, basketball etc.) and similar, common facilities.

- Location and description of existing development on site and for adjacent areas. Information on other prominent physical features of the site (566 ft. inundation areas, windrows, special topographical features, etc.) also shall be included.
- Existing physical hazards or constraints, including airport over flight areas, biologically sensitive areas (if any) and cultural resource areas (if any).
- Location of entry monuments and gateway treatments, landscape edge treatments (including major roadways) other special landscape elements and any other special features proposed (Fountains, gazebos, towers, water features, etc.).
- General vehicular and pedestrian circulation concepts including, trails/paseos, including points of connection to surrounding areas and major streets (collector and above).
- Anticipated phasing of development.
- Other information deemed necessary by the Director of Community Development.

Review Process

Master plans shall be reviewed and approved in the same manner as a Site Approval.

Location and Adjustment of Land Use Designations

The locations of the land use designations shown on the land use plan are approximate and generally follow streets, property lines, natural features and elevation contours. Adjustments to any of the land use designation boundaries are subject to review and approval by the Director of Community Development, and any such requests for adjustment must be made in conjunction with the submittal of a land use application.

Zoning for properties that are adjacent to a street extend to the centerline of the abutting street. Minor changes in boundary alignment and location are permissible with approval by the Director of Community Development. However, the intended character and overall location of the land use designations must be maintained. For example, adjusting a boundary to conform to a precise street alignment instead of a conceptual location would be a logical interpretation of the plan's intent.

Regarding the many irregular boundaries associated with the Open Space Land Use Designations, which generally do not follow property lines, more detailed information regarding the natural or manmade features that provide the basis for such boundaries may be used as the basis to adjust them to more accurately reflect such features. Examples of such features include but are not limited to: ground elevation lines such as the 566' dam inundation elevation; 100-year

flood areas and other drainage swales or watercourses; federally designated critical habitat areas; and potential jurisdictional areas containing waters of the United States of America.

It is recognized that, as a practical matter, some adjustments to Specific Plan land use designation boundaries may be necessary to accommodate the logical distribution of building envelopes for the various densities and product types proposed within a master plan. Such proposed adjustments shall be reviewed by the Director of Community Development to ensure that they do not compromise the intent of the Specific Plan. However, adjustments to land use designations cannot result in allowing a total number of dwelling units within the master plan that is greater than would be allowed if no such adjustments were proposed. In order to address this issue, all master plan applications must include an accurate calculation of the number of units that would be allowed for each area or areas within the master plan for each land use designation within such master plan, based on the unadjusted boundaries of this Specific Plan.

FINANCING

The following is based on a financial analysis prepared Stanley R. Hoffman Associates and provides a summary of the estimated costs of public improvements. The preliminary estimated costs are summarized in Table 7. In general, The Preserve is a self-supporting project with developers responsible for on and off site improvements necessary to support development.

The primary method of financing will be through development impact fees. The estimate costs included in Table 7 (prepared at the time of this writing) will be refined and integrated into a development impact fee program for the various types of infrastructure, facilities and improvements necessary for development of the Specific Plan. Other types of financing measures may and undoubtedly will be considered and utilized over the life of the project. Typical measures could include, but are not limited to: community facilities districts, assessment districts, developer constructed facilities in-lieu of fee payment, and state and federal funding that may become available.

TABLE 7
ESTIMATED PUBLIC IMPROVEMENTS COSTS
THE PRESERVE

Category	*Amount*
Traffic [1]	$76,800,000
Drainage [1]	$25,000,000[3]
Potable & Recycled Water [1]	$16,800,000
Sewer Collection [1]	$8,700,000
Sewage Treatment Facilities [2]	$49,640,385
Police Facilities & equipment	$2,463,212
Fire and Paramedic	$2,530,000
General Facilities	$3,376,363
Park Development	$33,232,121
Community Amenities/Facilities [4]	$26,000,000
Total	$244,542,081

[1] Costs include construction costs, administrative and engineering costs and a contingency, but exclude any right of way acquisitions costs.
[2] IEUA Sewage treatment facilities fees – subject to change
[3] Estimated Chino Fair Share only. Total cost, including estimated Ontario share, is $42,300,000.
Source: Stanley R. Hoffman Associates, The Planning Center, City of Chino
[4] Rough estimate provided at time of publication. Refined numbers to be developed as Specific Plan implementation action item.

TABLE 8
SUMMARY OF FUNDING REQUIREMENTS
THE PRESERVE

Facility or Service	Provider	Requirements	Capital Funding	Operation and Maintenance Funding
Transportation				
Freeways and interchanges	Caltrans	Modifications required	Federal, State, Regional Transportation funds/programs	State of California or Caltrans
Arterials and collectors	City	Additional lanes	Development related financing	General Fund
Local roads	City	Additional lanes	Development related financing	General Fund
Significant Intersections	City	Additional signalized intersections	Development related financing	General Fund
Fire and Paramedic	Chino Valley Independent Fire District	Additional facilities required	Impact Fees	Special district property tax
Police	City	Additional facilities required	Impact Fees	General Fund
Libraries	San Bernardino County Public Libraries	Additional facilities required	Impact Fees	Special district property tax
Domestic Water	City	Additional on-site facilities	Development related financing	Enterprise fund revenues
Recycled Water	Inland Empire Utilities Agency	Additional on-site facilities	Development related financing	Enterprise fund revenues
Wastewater	Inland Empire Utilities Agency	Additional on-site facilities	Development related financing	Enterprise fund revenues
Storm Drainage				
Local Storm Drainage Facilities	Chino Basin Water Conservation District	Additional on-site facilities	Development related financing	General Fund
Regional Facilities	San Bernardino County Flood Control	Additional regional facilities	Development related financing	Special district property tax
Parks, Recreation and Open Space				
Additional Public Parks	City of Chino	Additional facilities may be required	Impact Fees	General Fund
Private Parks, Trails, open space and other privately provided amenities.	Developer	Additional facilities required [3]	Development related financing	Provided by developer through establishment of an HOA or other similar private entity.
Parks/Trails – Improvements/Landscaping	City of Chino	Landscaping improvements	Impact Fees & Development Related Financing	General Fund or HOA/similar private entity depending on ownership
Parkway & Median Landscaping [1]	City of Chino	Landscaping improvements	Impact Fees	Landscape Maintenance District
Schools [2]	Chino Valley Unified School District	N/A	Impact Fees	Special district property tax and State financial aid
Utilities				
Cable Television	Adelphia Communications	Connection to backbone facility	Utility	User charges
Power	Southern California Edison	Connection to backbone facility	Utility	User charges
Telephone	Verizon	Connection to backbone facility	Utility	User charges
Gas	The Gas Company	Connection to backbone facility	Utility	User charges
Waste Disposal	USA Waste of California	Connection to backbone facility	Utility	User charges
General Government Facilities	City of Chino	Additional facilities may be required	Impact Fees	General Fund

[1] Includes landscaping along collector and arterial level roadways that are required by this Specific Plan.
[2] Detailed facility requirements for schools have not been addressed in the Plan for Service
[3] Specific requirements determined on a case-by-case basis for individual master plans.

Source: Stanley R. Hoffman Associates, Inc., The Planning Center.

Transportation

To calculate the traffic impacts generated by The Preserve, a transportation analysis was conducted in accordance with the San Bernardino County Congestion Management Program (CMP). The study analyzed traffic impacts within the boundaries of The Preserve as well as off--site impacts on areas outside the boundaries and identified road improvements need to accommodate development levels at buildout. The total construction, including engineering and contingency costs is estimated at approximately $76.8 million and is to be paid through development related financing. Developers are responsible for the capital costs of constructing local roads.

The City of Chino is responsible for operations and maintenance of roadways and related transportation facility management. These ongoing costs will be paid from a combination of gas taxes and General Fund revenues. Fiscal analysis projections estimate that additional revenues generated by the project will adequately cover the increase in road maintenance costs resulting after build-out of The Preserve.

Fire and Paramedic Facilities

The Chino Valley Independent Fire District (CVIFD) will serve The Preserve. The CVIFD currently provides fire protection, paramedic service, urban search and rescue service and hazardous materials emergency response service to the City of Chino as well as Chino Hills and surrounding unincorporated areas. Currently the CVIFD operates six fire stations with five additional stations planned for the Fire District area. The CVIFD also participates in a Mutual Aid agreement with the City of Ontario, subject to available resources.

Two fire stations are in the vicinity of The Preserve area: Station 62 located north of Chino Airport at Merrill Road and Station 63 located to the west of the project in Chino Hills at 5551 Butterfield Ranch Road. Stations 62 and 63 have response times, measured to the intersection of Grove Avenue and Pine Avenue, of 6:40 minutes and 5:20 minutes respectively. The CVIFD Master Plan (April, 2001) indicates that the standard is to respond within 4 minutes. In order to meet this standard in serving The Preserve Specific Plan area, Station 63 will be relocated closer to the project area. Station 63 will be relocated to a new location on the south side of the Airport on a currently available four-acre parcel of land provided by the County Department of Airports. The CVIFD has indicated that a single station will provide adequate service to the planning area.

Developers will be required to contribute a fair-share portion of new facility construction costs that will be funded through a new fair-share development impact fee. This new fee will be calculated for The Preserve Specific Plan area. Total capital costs for the new facility are estimated at $2.53 million, including an estimated $2.18 million for construction and $350,000 for additional equipment. Ongoing operations and maintenance will be provided by the CVIFD and funded through the 15.2 percent share of the basic 1 percent property tax levy the CVIFD receives.

Police

The City of Chino Police Department provides police protection services to the residents and employees of the City of Chino. During the year 2000, the average response time to emergency calls was 4 minutes and 41 seconds. According to Police staff, it is expected that this response time will increase by two to three minutes for calls for service from The Preserve Specific Plan area.

The police department currently has a 42,132 square feet facility, located at 13250 Central Avenue from which it conducts its operations and activities. Initially, services would be provided to The Preserve Specific Plan area through 24-hour police protection based at this facility. The police department is currently studying the long-term need for additional space. In the interim, a sub-station will be established and housed at the Chino Airport, which borders The Preserve Specific Plan area. Additional vehicles would also be required to accommodate increased staffing.

Based on the current staffing of 87 sworn officers and January 2000 Department of Finance population estimate of 66,740, the City's current staffing level is 1.30 sworn officers per 1,000 population. Total capital costs needed to provide adequate service to The Preserve are estimated at approximately $2.46 million.

The City of Chino's General Fund will provide funding for the continued operation and maintenance of the Chino Police Department. According to the General Fund fiscal analysis, the operations and maintenance costs for the required patrol and investigative units in the City can be funded through the generation of adequate public revenues to offset public service costs. To address needed resources as The Preserve develops, the Police Department and City have implemented long-term budgetary planning strategies to ensure that the resources needed to provide police protection service will be available.

Library

While there are currently no library capital requirements identified for The Preserve, libraries are accommodated in a number of land uses. Costs for expanding current facilities and constructing new library facilities were estimated by the City of Chino 2000 Development Impact Fee Report, based on

The Preserve's projected population of 33,249, at $914,680 ($27.51 per resident).

Potable and Recycled Water

Services for potable and recycled water are provided to the project area by the City of Chino. The City's water distribution systems include separate and distinct distribution mains, water storage facilities and pump stations for both types of service. A water supply assessment was also recently conducted to insure that adequate supplies would be available as The Preserve develops. Operations and management costs will both be funded through enterprise fund revenues. Capital costs for the potable and recycled systems are described below.

Potable Water

The City's Water Master Plan has been updated to identify the preliminary alignments, sizes and cost estimates for the proposed water facilities for buildout in The Preserve Specific Plan area. The Master Plan describes potable and recycled water systems to conserve potable water and make the best use of available supplies. The proposed backbone facilities include a series of potable water lines ranging in diameter from 8 inches to 30 inches. Total capital costs are estimated at $13.4 million. This includes the construction costs of adding additional pipelines. The capital costs also include engineering and administration and construction contingency costs.

Recycled Water

The City will obtain recycled water from the Inland Empire Utilities Agency (IEUA). The proposed backbone facilities include a series of recycled water lines ranging in diameter from 8 inches to 18 inches. The total capital cost for the recycled water lines is estimated at $4.4 million. The IEUA is responsible for financing the necessary pumps and reservoirs and will fund the costs as part of their regular user fee charges. The capital costs also include construction management, engineering and administration costs and contingency costs.

Wastewater

The demand for wastewater facilities at The Inland Empire Utilities Agency (IEUA) provides wastewater treatment and reclamation services to the City residents. The City of Chino is responsible for the collection system, and the IEUA is responsible for the design, construction, operation and maintenance of the wastewater and reclaimed water treatment facilities in the project area. IEUA is a service provider for the southwestern portion of San Bernardino County, which includes the cities of Fontana, Rancho Cucamonga, Ontario, Upland, Montclair, Chino and Chino Hills. The IEUA provides regional potable wastewater treatment and disposal, non-reclaimable wastewater collection and disposal, importation of supplemental water supplies and water resources management within the Chino Groundwater Basin. Currently IEUA is

completing the interconnection of all four of its wastewater treatment facilities.

Based on the land uses proposed for The Preserve Specific Plan area, average flows are estimated at 4,294,014 gallons per day for all uses.

A Sewer Master Plan for Subarea 1 and The Preserve has been prepared to identify the preliminary alignments, sizes and cost estimates for the proposed sewer facilities for built-out conditions of the study area. The project area is serviced by Regional Plant No. 2 (RP-2). Regional Plant No. 5 (RP-5) is currently under construction and will eventually replace RP-2.

Regional Plant No. 5 (RP-5) is scheduled to be complete in early 2003. Upon completion of construction of RP-5, all wastewater flow will get diverted from RP-2 to RP-5 for treatment and disposal. A total of about 73,000 lineal feet of additional pipelines of various diameters will be required for The Preserve. Total capital cost for constructing the proposed sewer lines to serve The Preserve is estimated at approximately $8.7 million. Operations and Maintenance costs for system improvements will be funded through enterprise fund revenues obtained from service charges collected by the City of Chino

Storm Drainage

The San Bernardino County Flood Control District (SBCFCD) is responsible for the design, construction, operation and maintenance of regional flood control facilities for all of the incorporated and unincorporated areas in San Bernardino County. Local drainage facilities are maintained by the City of Chino.

The Master Plan of Drainage for The Preserve specifies the backbone improvements that will need to be constructed to adequately drain the area. Based on the flow pattern of surface runoff, this study divided the developable portions of the area into 10 drainage basins. A substantial portion of this system is needed to handle upstream flows created by the development of Ontario's' New Model Colony to the north of The Preserve. Each drainage basin is tributary to a proposed storm drain system identified. The proposed mainline storm drains range in size from 30 inches to 102 inches.

Local storm water drainage capital facilities related to the project are projected to total about $42.3 million. The associated costs are the responsibility of both the City of Ontario and the City of Chino and will likely be funded through a fair-share development impact fee. The City of Chino's capital costs are estimated at about $25.0 million.

The Operations and Maintenance costs of the local drainage facilities are the responsibility of the City and will be funded through the Enterprise Fund. The fiscal impact analysis prepared for the City indicated that annual recurring development services revenue for public works are sufficient to cover the O & M costs for local

drainage facilities. Regional facilities are the responsibility of the San Bernardino County Flood Control District and would be maintained through their share of the 1 Percent property tax levy.

Park Development

The City of Chino provides parks and recreation services to the residents and employees of Chino. Services provided include public parks, community facilities, senior centers, classes and other recreational programs. Additional parkland would be acquired and improved through the use of applicable park funds. The current standard is 3.0 acres of developed parkland per 1,000 residents. Based on the additional population of 33,249 estimated to be generated by The Preserve Specific Plan area, an additional 99.7 developed park acres would be required to meet this standard.

For residential use the City's park development impact fee must be paid prior to map recordation and is based on the number of units constructed. Currently in the City of Chino these fees are $3,499 per single-family unit, $2,719 per multi-family unit and $1,724 per mobile home unit. The City currently calculates the residential parkland acquisition and development impact fees according to the Quimby Act, or Section 66477 of the Government Code.

The City of Chino's General Fund will provide funding for the continued operation and maintenance of any new parks in The Preserve Specific Plan area. Maintenance costs also include medians and parkways outside the maintenance districts, street trees outside the City's maintenance districts, and special services and weed abatement. The maintenance of the interior and periphery landscaping will be funded through a Landscape Maintenance District (LMD) or similar assessment. The City covers half of the cost of landscaping along arterials from General Fund revenues. The fiscal analysis prepared for The Preserve indicates that revenues accruing to the General Fund as a result of the proposed development would cover operations and maintenance costs.

Utilities

Utility companies in The Preserve will include Adelphia Communications Service, Southern California Edison Company, Verizon, the Gas Company of Southern California and Waste Management. Funding for any necessary improvements will be provided by the individual utility companies. The developer will be responsible for the costs of extending utilities from the backbone facilities to the project site in most cases. Although many of the connections to The Preserve are not currently installed, the utility companies have indicated that they have the capability to provide the services to the area. Generally, the necessary facilities are constructed either prior to or in parallel with development projects.

General Facilities

General facilities include those office and work locations used by City staff to undertake operations and provide services to residents and businesses. The growth generated by The Preserve as well as other areas in the City, will place increased demand upon City operations and services resulting in a need for these facilities to expand. The improvements necessary to respond to greater demand include the expansion of City Hall and the City Yard. Costs for improvements are estimated at approximately $3.4 million and are to be paid for through a development impact fee. Ongoing operation and maintenance costs are to be provided by the City of Chino's General Fund.

Community Amenities/Facilities

In order to provide amenities and various facilities needed to support the "livability" of The Preserve community a development impact fee will be established to cover associated costs. The fee and associated amenities/facilities will be established and adopted as an implementation activity for the Specific Plan. At this writing, a preliminary rough estimate of approximately $26 million has been developed. Amenities/facilities anticipated include, but are not limited to: major entry monumentation, improvements and landscaping for various trails, greenbelts and other open spaces; library/learning center; community center; senior center; satellite city hall facility; amphitheater; tennis courts; a skate park; a lake or other water features; enhancements for the Community Core; and enhancements/upgrades to the existing Prado Equestrian Center. The specifics and details of the amenities and the facilities to be provided will be finalized in conjunction with the adoption of the development impact fee.

Maintenance of Community Public Use and Open Space Facilities

Facilities designed for general public use such as local parks, greenways, trails, parkways, roadside planting belts and related improvements will be dedicated to the City and will be maintained by a City assessment district or other maintenance vehicle funded by the residents of The Preserve. At the City's option, portions of these responsibilities may be assigned to a homeowners associations/property owners' association as part of the project review process. Current City policy provides for 50% of the cost of maintenance of lighting and landscaping along arterial streets. The details of such maintenance programs are to be finalized by the project sponsor and the City Engineer. The assessment vehicle should be formed concurrently with recordation of the first residential subdivision maps. The allocation of maintenance costs for parks in joint use with schools will be determined by agreements with the affected school districts.

Private parks, trails, greenbelts and other recreational facilities and amenities provided by the developer provided for the enjoyment of the residents of a particular master plan

area or subdivision shall be privately maintained through a homeowner's association or similar private entity.

Phasing of Development

The project phasing provides a conceptual framework to facilitate development of the Plan area while assuring provision of infrastructure necessary to support the planned development. Development is assumed to occur in a number of phases over time. The exact timing, location and extent of individual phases is largely dependent on the private decisions of developers and landowners who are, in turn, influenced by market conditions. Phasing will also likely be influenced by the relative capital costs associated with extending infrastructure and services to different parts of the plan. Major development phases are anticipated to generally occur in a 'clockwise' pattern around the Pine Avenue/Main Street axes starting with the area around Main Street generally north of Bickmore Avenue. It is logical to assume that initial and subsequent phasing will key off of extensions of existing infrastructure located within or near The Preserve planning area.

Transportation

Transportation improvements will take place prior to or concurrent with development that will ultimately pay for such improvements. The incremental impacts of individual development projects on traffic will be analyzed as development occurs, in order to determine the improvements necessary to maintain adequate levels of service.

Fire and Paramedic Facilities

Future fire station locations are based on an examination of several criteria including land use patterns, density, population, character of the area, existing and future roads, emergency response data, mutual aid agreements with other fire agencies, jurisdictional boundaries, adjacent station locations, and consideration of service levels needed.

According to the Chino Valley Independent Fire District (CVIFD), Station 63 will be relocated from its present location on Merrill Avenue to a new location south of the Airport on a currently available four -acre parcel of land located on Kimball Avenue. This station will ultimately house two fire battalions as well as paramedic staff. The new station will be in place prior to the issuance of the 1,350th building permit in order to meet the CVIFD response standards. Prior to the relocation of Station 63, Station 62 and the Station 63 at its present location will provide the primary service to The Preserve.

Police Facilities

The Police Department is currently addressing the identified need for additional space. In the interim, a sub-station will be established and housed at the Chino Airport, which borders The Preserve.

Library

Provision of additional library facilities will occur as development occurs and adequate funding becomes available to provide for these facilities.

Domestic and Recycled Water

Improvements needed to the domestic and recycled water systems have been identified but are not yet scheduled or planned. It is assumed that phasing of facilities will be concurrent with the development of The Preserve with such facilities incrementally provided at levels necessary to adequately serve development as it occurs.

Wastewater

At the current time the specific timing of sewer infrastructure improvements is not known, however, it is assumed that phasing of facilities will be concurrent with the development of The Preserve.

Storm Drainage

Storm drainage facilities are constructed either prior to or in parallel with the development projected. Facilities needed to provide for adequate drainage and flood protection.

Park Development

The City of Chino will concurrently collect impact fees and acquire and improve parkland as development occurs in The Preserve.

Utilities

Whether the construction of new facilities is required will depend on the proximity of existing backbone infrastructure to The Preserve. For most utilities, the construction of new facilities is not likely required, however, there will be improvements needed to extend the utility service, such as with cabling, conduits and gas lines, from the existing backbone facilities to The Preserve. Generally, any necessary facilities will be constructed either prior to, or in parallel with the development project.

General Facilities

The existing amount of office and building space dedicated for providing general City services may be adequate for some time, but will ultimately not be able to meet management needs. This is also true of the general facility areas including the City maintenance yard, computer processing capability and storage space, and the City's fleet of general vehicles. The City will continually evaluate the need for additional general facilities and expand or construct facilities as needed.

Community Amenities/Facilities

The City of Chino will concurrently collect impact fees and provide amenities and facilities as development occurs.

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APPENDICES

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APPENDIX ONE – 566-FOOT DAM INUNDATION ELEVATION CRITERIA

MINIMUM CRITERIA FOR RESERVOIR LAND USE PROJECTS
SOUTH PACIFIC DIVISION
U.S. ARMY CORPS OF ENGINEERS

Location	(*) Elevation Frequency Range	Development Constraints	Acceptable Land Uses
1. Reservoir	Up to 10-yr. Flood	Subject to prolonged inundation, sedimentation and wave erosion	Structures are not recommended. Nature trails and open play field are acceptable.
2. Reservoir	10-yr. flood to the 50-yr. flood	Subject to frequent flooding, sedimentation and wave erosion	Open or floodable structures and field facilities that can sustain inundation with acceptable maintenance costs. Concession stands with portable contents, bridle trails, shade and picnic ramadas, backstops, goalposts, etc., are considered appropriate.
3. Reservoir	50-yr. flood to the 100-yr. flood	Subject to periodic flooding, sedimentation and wave erosion	Floodable structures and multipurpose paved surfaces that can sustain inundation with acceptable maintenance costs. Floodable restrooms and picnic areas are considered appropriate.
4. Reservoir	100-yr. flood to the Reservoir Design Flood	Subject to infrequent flooding, sedimentation and wave erosion	Flood-proofed, closed structures are permitted. Structures conducive to human habitation are prohibited.
5. River flood-plains below the reservoir 100-yr. Flood elevation	Up to the 100-yr. flood	Subject to frequent flooding, sedimentation and wave erosion	Open-type of floodable structures and field facilities that can withstand flood-flow velocities for 100-yr. conditions and will not impede the passage of flood flows.
6. River flood-plains above the reservoir 100-yr flood elevation	Up to the 100-yr. flood	Subject to frequent flooding, sedimentation and wave erosion	Structures are not recommended. This area must be reserved in an open manner to provide for conveyance of the 100-yr. flood.
7. River flood-plains above the reservoir 100-yr. flood elevation	Above the 100-yr. flood.	Subject to frequent flooding, sedimentation and wave erosion	Flood-proofed, closed structures are permitted along the floodway fringe. All development must meet Federal regulatory floodway regulations and be approved by the District Engineer.

* Frequency criteria shall be for a reservoir and watershed conditions of at least 50 years in the future. Most current frequency curve may be used as guidance in estimating future conditions.
Note: Land uses at lower elevations may be developed at higher elevations.

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APPENDIX TWO – AIRPORT COMPATIBILITY MATRIX

AIRPORT COMPATIBILITY MATRIX

	Referral Area "A" (Includes RPZ & Safety Zone I)	*Referral Area "B" (Includes Safety Zone II)*	*Referral Area "C" (Includes Safety Zone III)*	*Conical Surface Area*
LAND USES				
Single Family Dwelling(s)	Not Permitted	Conditionally Permitted if: • Interior noise levels are no more than 45 Ldn. • Does not exceed the maximum persons per acre. • Avigation Easement provided. • Residences which were in existence at that location prior to January 1, 1989 if interior CNEL is 45 dB or less and exterior CNEL is 75 dB or less in private habitable areas (e.g. backyard, patio, balcony)	Conditionally Permitted All residences permitted within the 60 – 65 Ldn range shall be required to provide forced air ventilation and prepare an acoustical study to show that 45 dB interior and 65 dB exterior in private open space areas is not exceeded.	Permitted
Multi-Family Dwellings	Not Permitted	Conditionally Permitted if: • The interior noise levels are no more than 45 Ldn. • Does not exceed the maximum persons per acre. • Avigation Easement provided. • Residences which were in existence at that location prior to January 1, 1989 if interior CNEL is 45 dB or less and exterior CNEL is 75 dB or less in private habitable areas (e.g. backyard, patio, balcony).	Permitted All residences permitted within the 60 – 65 Ldn range shall be required to provide forced air ventilation and prepare an acoustical study to show that 45 dB interior and 65 dB exterior in private open space areas is not exceeded.	Permitted
Commercial (e.g. retail, restaurant, movie theater)	Not Permitted	Not Permitted	Conditionally Permitted	Permitted
Schools, Nursing Homes, Hospitals	Not Permitted	Not Permitted	Conditionally Permitted An acoustical study shall be required which shows how the 45-dB interior and 65-dB exterior standard shall be met.	Permitted
Office	Not Permitted	Not Permitted	Conditionally Permitted	Permitted
Warehouses	Not Permitted	Conditionally Permitted if: • Does not exceed persons per acre limitation, • Is not hazardous in nature, • Has no above ground hazardous materials, and • Does not create electronic hazards (including interfering with radio communications, distracting lights, or smoke).	Conditionally Permitted if: • No above ground hazardous materials, and • Does not create electronic hazards (including interfering with radio communications, distracting lights or smoke).	Permitted

AIRPORT COMPATIBILITY MATRIX

	Referral Area "A" (Includes RPZ & Safety Zone I)	*Referral Area "B" (Includes Safety Zone II)*	*Referral Area "C" (Includes Safety Zone III)*	*Conical Surface Area*
Manufacturing	Not Permitted	Conditionally Permitted if: • Does not exceed maximum persons per acre, • Is not hazardous in nature, • Has no above ground hazardous materials, and • Does not create electronic hazards (including interfering with radio communications, distracting lights, or smoke).	Conditionally Permitted if: • No above ground hazardous materials, and • Does not create electronic hazards (including interfering with radio communications, distracting lights or smoke).	Permitted
Assembly Uses (indoor and outdoor) e.g. churches, auditoriums and stadiums	Not Permitted	Not permitted	Not permitted (ACLUP) Conditionally Permitted by SBC General Plan	Permitted
Playground, Neighborhood Park	Not Permitted	Not Permitted	Conditionally Permitted	Permitted
Hotels, Motels and Transient Lodging	Not Permitted	Not Permitted	Conditionally Permitted if maximum persons per acre are not exceeded. An acoustical study shall be prepared which shows how the 45 dB interior noise requirement will not be exceeded	Permitted
Golf Course, riding stables, cemeteries	Not Permitted	Not Permitted	Conditionally Permitted	Permitted
Agriculture	Permitted outside OFA except if it attracts birds	Permitted	Permitted	Permitted
Automobile Parking	Permitted outside of runway OFA extended and below the approach surface (but not recommended)	Conditionally Permitted	Permitted	Permitted
Any use which generates smoke	Not Permitted	Not Permitted	Not Permitted	Permitted
Use or structure which generates glare	Not permitted	Not Permitted	Not Permitted	Permitted
Fuel handling or storage	Not Permitted	Not Permitted	Conditionally Permitted (tanks must be underground)	Permitted

AIRPORT COMPATIBILITY MATRIX

	Referral Area "A" (Includes RPZ & Safety Zone I)	*Referral Area "B" (Includes Safety Zone II)*	*Referral Area "C" (Includes Safety Zone III)*	*Conical Surface Area*
RESTRICTIONS				
Maximum Persons Per Acre	No uses that generate more than 10 persons per acre at any one time but only for short periods of time.	Uses not in a structure: No more than 50 persons per acre at any one time. Uses in structures: No more than 25 persons per acre and no more than 15 persons per building at any one time	No Limitation	No Limitation
Height Restrictions	The applicant shall notify the FAA Administrator if the structure is: • Above 200 feet in height • Greater than an imaginary surface extending outward and upward at a slope of 100 to 1 for a horizontal distance of 20,000 feet from the nearest point of the runway.			
Avigation Easement Required?	Yes	Yes	Yes	No

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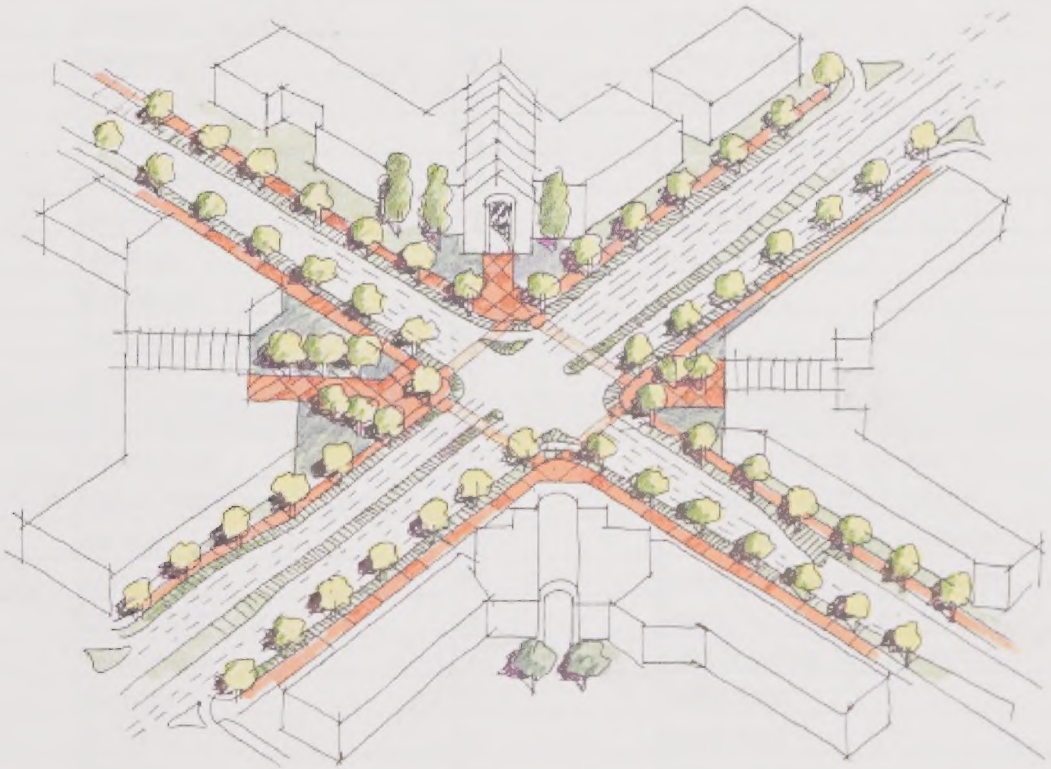
APPENDIX THREE – PINE AVENUE/MAIN STREET INTERSECTION STUDY

The treatment of the Pine Avenue/Main Street intersection is a critical component of The Preserve. In order for the Community Core to function effectively to connect the two sides of Pine Avenue and to help maintain a vibrant community core, a seamless pedestrian connection must be provided across Pine Avenue. Out of three different alternatives reviewed (underpass, overpass, or at-grade), the City Council selected an at-grade intersection as the appropriate facility to accommodate vehicular traffic and maintain pedestrian connectivity between the two sides of the Core.

Between Loop Road West and Loop Road East, Pine Avenue will be an 8-lane facility. This includes six lanes of travel and two transition lanes that accommodate traffic accessing either side of the Community Core. The transition lane allows safe access to the left-in lane and right-in lanes at Main Street as well as the right-turn-only intersections located at Pine and the Core edge. The following illustrative sketch depicts the general intersection concept. The actual intersection design, including building placement, monumentation, landscaping and architectural concepts will be included in the Master Plan and Development Concept to be prepared for the Community Core.



Pine Avenue-Main Street conceptual intersection illustration.

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APPENDIX FOUR – LANDSCAPE PLANT PALETTE

Entry Type	Botanical Name	Common Name	Size	Notes
Major Gateway, Major and Minor Community Entry				
TREES	Eucalyptus luecloxylon	White Ironbark	15 g	Street Tree- Avg 20' o.c. informal
	Eucalyptus nicolii	Nichol's Willow-leafed Peppermint	15 g	Street Tree- Avg 20' o.c. informal
	Grevillia Robusta	Silk Oak	24"	Accent Tree- Avg. 25' o.c. informal
	Pinus elderica	Afgan Pine	36"	Screen Tree- Avg. 20' o.c. informal
	Pinus Pinea	Italian Stone Pine	36"	Screen Tree- Avg. 20' o.c. informal
	Platanus racemosa	California Sycamore	36"	Accent Tree- Avg. 25' o.c. informal
	Tristania conferta	Brisbane Box	24"	Street Tree- Avg. 25' o.c. informal
SHRUBS	Cistus spp.	Rockrose	5 g	Accent Shrub
	Elaegnus pugens	Silverberry	5g	Ornamental Grass
	Mulenbergia rigens	Deer Grass	1 g	Ornamental Grass
	Pittosporum tobira	Mock Orange	5 g	Screen Shrub
	Rhapiolepis indica 'Clara'	Pink Indian Hawthorn	5 g	Accent Shrub
	Rosa banksia	Lady Bank's Rose	5 g	Accent Shrub
GROUNDCOVER	Festuca spp.	Marathon	Sod	Turf
	Festuca ovina gluaca	Blue Fescue	1g	
	Eschscholzia californica	California Poppy	Flats	
	Rosmarinus officinalis	Rosemary	1g	
Expressway (Euclid Avenue)				
TREES	Eucalyptus luecloxylon	White Ironbark	15 g	Street Tree- Avg 20' o.c. informal
	Eucalyptus nicolii	Nichol's Willow-leafed Peppermint	15 g	Street Tree- Avg 20' o.c. informal
	Grevillia Robusta	Silk Oak	24"	Accent Tree- Avg. 25' o.c. informal
	Pinus elderica	Afgan Pine	36"	Screen Tree- Avg. 20' o.c. informal
	Platanus racemosa	California Sycamore	36"	Accent Tree- Avg. 25' o.c. informal
	Tristania conferta	Brisbane Box	24"	Street Tree- Avg. 25' o.c. informal
SHRUBS	Cistus spp.	Rockrose	5 g	Accent Shrub
	Elaegnus pugens	Silverberry	5g	Accent Shrub
	Elymus tricoides	Wild Rye	1 g	Ornamental Grass

Entry Type	Botanical Name	Common Name	Size	Notes
	Lavendula spp.	Lavender	1g	Accent Shrub
	Mulenbergia rigens	Deer Grass	1 g	Ornamental Grass
	Pittosporum tobira	Mock Orange	5 g	Screen Shrub
	Rosa banksia	Lady Bank's Rose	5 g	Accent Shrub
GROUNDCOVER	Myoporum pacifica	Myoporum	1 g	
	Rosmarinus officinalis	Rosemary	1g	
Major Arterial (Pine Avenue)				
TREES	Pinus pinea	Italian Stone Pine	24"	Street Tree- 25' o.c.
SHRUBS	Pittosporum tobira	Mock Orange	5 g	Screen Shrub
	Rhapiolepis indica 'Clara'	Pink Indian Hawthorn	5g	Accent Shrub
Major Arterial (Kimball Avenue and Hellman Avenue)				
TREES	Eucalyptus luecloxylon	White Ironbark	15 g	Street Tree- Avg 20' o.c. informal
	Eucalyptus nicolii	Nichol's Willow-leafed Peppermint	15 g	Street Tree- Avg 20' o.c. informal
	Grevillia Robusta	Silk Oak	24"	Accent Tree- Avg. 25' o.c. informal
	Pinus elderica	Afgan Pine	36"	Screen Tree- Avg. 20' o.c. informal
	Platanus racemosa	California Sycamore	36"	Accent Tree- Avg. 25' o.c. informal
	Tristania conferta	Brisbane Box	24"	Street Tree- Avg. 25' o.c. informal
SHRUBS	Cistus spp.	Rockrose	5 g	Accent Shrub
	Elaegnus pugens	Silverberry	5g	Accent Shrub
	Elymus tricoides	Wild Rye	1 g	Ornamental Grass
	Lavendula spp.	Lavender	1g	Accent Shrub
	Mulenbergia rigens	Deer Grass	1 g	Ornamental Grass
	Pittosporum tobira	Mock Orange	5 g	Screen Shrub
	Rosa banksia	Lady Bank's Rose	5 g	Accent Shrub
GROUNDCOVER	Myoporum pacifica	Myoporum	1 g	
	Rosmarinus officinalis	Rosemary	1g	
Local Collectors (Loop Road, B St., A St., Cucamonga, Bickmore, Spine, Core Connector)				
LOOP ROAD				
TREES	Liquidamber styraciflua 'Rotundiloba'	Sweet Gum	24"	Accent Tree- Avg. 30' o.c. informal
	Schinus molle	California Pepper	24"	Screen Tree- 25' o.c.

Entry Type	Botanical Name	Common Name	Size	Notes
SHRUBS	Elaegnus pugens	Silverberry	5g	Accent Shrub
	Mulenbergia rigens	Deer Grass	1 g	Ornamental Grass
	Lavendula spp.	Lavender	1g	Accent Shrub
GROUNDCOVER	Festuca spp.	Marathon	Sod	Turf
	Eschscholzia californica	California Poppy	Flats	
BICKMORE AND B ST				
TREES	Pinus elderica	Afgan Pine	24"	Screen Tree- 25' o.c.
	Quercus agrifolia	Coast Live Oak	24"	Street Tree- 30'
SHRUBS	Pittosporum tobira	Mock Orange	5 g	Screen Shrub
	Rosa banksia	Lady Bank's Rose	5 g	Accent Shrub
GROUNDCOVER	Myoporum pacifica	Myoporum	1 g	
CORE CONNECTOR				
TREES	Magnolia grandiflora	Southern Magnolia	24"	Street Tree- 25' o.c.
SHRUBS	Trachelospermum jasminoides	Star Jasmine	1 g	
GROUNDCOVER	Festuca spp.	Marathon	Sod	Turf
A ST.				
TREES	Pinus elderica	Afgan Pine	24"	Screen Tree- 25' o.c.
	Magnolia grandiflora	Southern Magnolia	24"	Street Tree- 30' o.c.
SHRUBS	Trachelospermum jasminoides	Star Jasmine	1 g	
GROUNDCOVER	Festuca spp.	Marathon	Sod	Turf
CUCAMONGA AVENUE				
TREES	Koelreuteria bipannata	Chinese Flame Tree	24"	Street Tree- 30' o.c.
	Schinus molle	California Pepper	24"	Screen Tree- 25' o.c.
SHRUBS	Pittosporum tobira	Mock Orange	5 g	Screen Shrub
GROUNDCOVER	Cotoneaster horizontalis	Cotoneaster	1 g	
	Festuca spp.	Marathon	Sod	Turf

Entry Type	Botanical Name	Common Name	Size	Notes
CHINO-CORONA ROAD				
TREES	Robinia ambigisa 'Idahoensis'	Idaho Locust	24"	Accent Tree- Avg. 30' o.c. informal
	Platanus racemosa	Honey Locust	24"	Street Tree- Avg. 25' o.c. informal
	Schinus molle	California Pepper	24"	Screen Tree- Avg. 25' o.c. informal
SHRUBS	Pittosporum tobira	Mock Orange	5 g	Screen Shrub
	Cistus spp.	Rockrose	5 g	Accent Shrub
	Elymus tricoides	Wild Rye	1 g	Ornamental Grass
	Mulenbergia rigens	Deer Grass	1 g	Ornamental Grass
GROUNDCOVER	Rosmarinus officinalis	Rosemary		
	Festuca spp.	Marathon	Sod	Turf
SPINE ROAD (COMET)				
TREES	Platanus acerfolius	London Plane Tree	24"	Street Tree- 30' o.c.
SHRUBS	Buxus japonica	Japanese Boxwood	5 g	
	Elaegnus pugens	Silverberry	5g	Ornamental Grass
	Mulenbergia rigens	Deer Grass	1 g	Ornamental Grass
	Cistus spp.	Rockrose	5 g	Accent Shrub
GROUNDCOVER	Festuca spp.	Marathon	Sod	Turf
	Lonicera japonica	Japanese Honeysuckle	1 g	
Commercial Collectors (Sultan Avenue and Bon View Avenue)				
SULTAN AVENUE				
TREES	Pistache chinensis	Chinese Pistache	24"	Street Tree- 30' o.c.
	Schinus molle	California Pepper	24"	Screen Tree- 25' o.c.
SHRUBS	Pittosporum tobira	Mock Orange	5 g	Screen Shrub
	Pittosporum tobira 'Wheelers Dwarf'	Mock Orange		Accent Shrub
GROUNDCOVER	Festuca spp.	Marathon	Sod	Turf

Entry Type	Botanical Name	Common Name	Size	Notes
BON VIEW AVENUE				
TREES	Zelkova serrata 'Village Green'	Sawleaf Zelkovs	24"	Street Tree- 30' o.c.
	Schinus molle	California Pepper	24"	Screen Tree- 25' o.c.
SHRUBS	Pittosporum tobira	Mock Orange	5 g	Screen Shrub
GROUNDCOVER	Festuca spp.	Marathon	Sod	Turf
	Hedera helix	English Ivy	1 g	
Parks /SCE Easement/ Open Space				
TREES	Alnus Cordata	Italian Alder	24"	Spacing Varies by Design and Use
	Fraxinus velutina	Arizona Ash	24"	"
	Calocedrus decurrens	Incense Ceder	24"	"
	Cedrus deodara	Deodar Cedar	24"	"
	Eucalyptus spp.	Eucalyptus	24"	"
	Grevillia Robusta	Silk Oak	24"	"
	Ginko biloba	Maidenhair Tree	24"	"
	Laurus nobilis	Sweet Bay	24"	"
	Liriodandron tulipifera	Tulip Tree	24"	"
	Pinus elderica	Afgan Pine	24"	"
	Pinus Pinea	Italian Stone Pine	24"	"
	Pinus canariensis	Canary Island Pine	24"	"
	Platanus acerfolia	London Plane Tree	24"	"
	Platanus racemosa	California Sycamore	24"	"
	Populus nigra 'Italica'	Lombardy Poplar	24"	"
	Quercus ilex	Holly Oak	24"	"
	Quercus agrafolia	Coast Live Oak	24"	"
	Robinia ambigisa 'Idahoensis'	Idahoe Locust	24"	"
	Schinus molle	California Pepper	24"	"
	Sophora japonica	Japanese Pagonda Tree	24"	"
	Tristania conferta	Brisbane Box	24"	"
	Tipuana tipu	Tipu Tree	24"	"
	Umbellarica californica	California Bay	24"	"

Entry Type	Botanical Name	Common Name	Size	Notes
SHRUBS	Acacia redolens	Acacia		
	Buddleia davidii	Butterfly Bush		
	Ceanothus	Wild Lilac		
	Cistus spp.	Rockrose		
	Cotinus coggygria	Smoke Tree		
	Cotoneaster horizontalis	Cotoneaster		
	Dodonaea viscosa	Hop Bush		
	Eriogonum giganteum	St. Catherine's Lace		
	Elaeagnus pungens	Silverberry		
	Echium fatuosum	Pride of Maderia		
	Elymus tricoides	Wild Rye		
	Fremontodendron californicum	Common Flannel Bush		
	Garrya elliptica	Coast Silktassel		
	Juniperus sabina	Savin Juniper		
	Juniperus chinensis	Juniper		
	Lavendula spp.	Lavender		
	Leucophyllum frutescens	Texas Ranger		
	Leonotis Leonuris	Lion's Tail		
	Melaleuca nesophila	Pink Melaleuca		
	Muhlenbergia rigens	Deer Grass		
	Nerium oleander	Oleander		
	Plumbago capensis	Cape Plumbago		
	Prunus caroliniana	Carolina Laurel Cherry		
	Rhamnus californica	Coffeeberry		
	Rhus ovata	Sugar Bush		
	Salvia luecantha	Mexican Bush Sage		
	Salvia apiana	California White Sage		
	Trichostema lanatum	Wolly Blue Curls		
GROUNDCOVER/VINES	Artemisia schmidtiana	Angels Hair		
	Baccharhis pilularis	Dwarf Coyote Bush		

Entry Type	Botanical Name	Common Name	Size	Notes
	Festuca rubra	Creeping Red Fescue		
	Diplacus hybrids	Monkey Flower		
	Eschscholzia californica	California Poppy		
	Festuca ovina glauca	Blue Fescue		
	Festuca spp.	Marathon		
	Hedra helix	English Ivy		
	Hemerocallis hybrid	Daylily		
	Heuchera maxima	Coral Bells		
	Limonium perezii	Sea Lavender		
	Liriope muscari	Lily Turf		
	Lonicera japonica	Honeysuckle		
	Marathon Tall Fescue	Turf		
	Myoporum 'Pacificum'	Myoporum		
	Pandorea jasminoides	Bower Vine		
	Parthenocissus tricuspidata	Boston Ivy		
	Passiflora alatocaerulea	Passion Vine		
	Rosmarinus officinalis	Rosemary		
	Sisyrinchium bellum	Blue-Eyed Grass		
	Trachelospermum jasminiodes	Star Jasmine		
	Trachelospermum asiaticum	Asiatic Jasmine		
	Vinca major	Periwinkle		
Schools and Recreation Areas				
TREES	Cinnamomum camphora	Camphor Tree	24"	Spacing Varies by Design and Use
	Cupaniopsis anacardiodes	Carrot Wood	24"	"
	Calocedrus decurrens	Incense Cedar	24"	"
	Eucalyptus nicholli	Nichol's Willow-leafed Peppermint	24"	"
	Eucalyptus sideroxylon	Red Ironbark	24"	"
	Grevillia Robusta	Silk Oak	24"	"
	Jacaranda mimosifolia	Jacaranda	24"	"
	Koelreuteria bipinnata	Chinese Flame Tree	24"	"

Entry Type	Botanical Name	Common Name	Size	Notes
	Koelreuteria panniculata	Goldenrain Tree	24"	"
	Lagerstroemia indica	Crape Myrtle	24"	"
	Liquidambar styraciflua	Sweet Gum	24"	"
	Liriodandron tulipifera	Tulip Tree	24"	"
	Magnolia grandiflora	Southern Magnolia	24"	"
	Melaleuca linarifolia	Flaxleaf Paperbark	24"	"
	Pinus canariensis	Canary Island Pine	24"	"
	Pinus eldarica	Afghan Pine	24"	"
	Pistacia chinensis	Chinese Pistache	24"	"
	Platanus acerifolia	London Plane Tree	24"	"
	Populus nigra 'Italica'	Lombardy Poplar	24"	"
	Prunus cerasifera 'Purple Pony'	Cherry Plum	24"	"
	Prunus serrulata 'Kwanzan'	Cherry Plum	24"	"
	Pyrus calleriana	Ornamental Pear	24"	"
	Quercus ilex	Holly Oak	24"	"
	Schinus molle	California Pepper	24"	"
	Sophora japonica	Japanese Pagonda Tree	24"	"
	Tristania conferta	Brisbane Box	24"	"
	Tipuana tipu	Tipu Tree	24"	"
	Ulmus parvifolia 'Drake'	Chinese Evergreen Elm	24"	"
SHRUBS	Acacia redolens	Acacia		
	Abelia grandiflora	Glossy Abelia		
	Agapanthus africanus	Lily-Of-The-Nile		
	Carisa macrocarpa	Natal Plum		
	Carisa grandiflora	Natal Plum		
	Cistus spp.	Rockrose		
	Cotoneaster horizontalis	Cotoneaster		
	Escallonia fradesii	Escallonia		
	Elaeagnus pungens	Silverberry		
	Echium fatuosum	Pride of Maderia		

Entry Type	Botanical Name	Common Name	Size	Notes
	Feijoa sellowiana	Pineapple Guava		
	Hemerocallis spp.	Day Lily		
	Juniperus sabina	Savin Juniper		
	Juniperus chinensis	Juniper		
	Ligustrum japonicum	Japanese Privet		
	Ligustrum ovafolium	California Privet		
	Morea bicolor	Fortnight Lily		
	Myrtus communis	Myrtle		
	Myrsine africana	African Boxwood		
	Pittosporum tobira	Mock Orange		
	Pittosporum tobira 'Wheelers Dwarf'	Mock Orange		
	Pittosporum tobira 'Varigata'	Mock Orange		
	Podocarpus macrophyllus	Yew Pine		
	Prunus caroliniana	Carolina Laurel Cherry		
	Pyracantha coccinea	Fire Thorn		
	Rhaphiolepis indica spp.	Pink Indian Hawthorne		
	Salvia Apiana	White Sage		
	Xylosma compacta	Xylosma		
	Xylosma congestum	Xylosma		
GROUNDCOVER/VINES	Agapanthus africanus	Lily of the Nile		
	Festuca rubra	Creeping Red Fescue		
	Festuca ovina glauca	Blue Fescue		
	Festuca spp.	Marathon		
	Gelsemium sempervirens	Carolina Jasmine		
	Heuchera maxima	Island Alum Root		
	Hedra helix	English Ivy		
	Hemerocallis hybrid	Daylily		
	Limonium perezii	Sea Lavender		
	Liriope muscari	Lily Turf		
	Lonicera japonica	Honeysuckle		

Entry Type	Botanical Name	Common Name	Size	Notes
	Marathon Tall Fescue	Turf		
	Myoporum 'Pacificum'	Myoporum		
	Pandorea jasminoides	Bower Vine		
	Parthenocissus tricuspidata	Boston Ivy		
	Passiflora alatocaerulea	Passion Vine		
	Rosmarinus officinalis	Rosemary		
	Sisyrinchium bellum	Blue-Eyed Grass		
	Trachelospermum jasminiodes	Star Jasmine		
	Trachelospermum asiaticum	Asiatic Jasmine		
	Vinca major	Periwinkle		
Community Core Area				
TREES	Brachychiton populeneus	Bottle Tree	24"	Spacing Varies by Design and Use
	Cinnamomum camphora	Camphor Tree	24"	"
	Cupaniopsis anacardiodes	Carrot Wood	24"	"
	Ginko biloba	Maidenhair Tree	24"	"
	Jacaranda mimosifolia	Jacaranda	24"	"
	Koelreuteria bipinnata	Chinese Flame Tree	24"	"
	Koelreuteria panniculata	Goldenrain Tree	24"	"
	Liquidambar styraciflua Rotundiloba'	Sweet Gum	24"	"
	Magnolia grandiflora	Southern Magnolia	24"	"
	Melaleuca linarifolia	Flaxleaf Paperbark	24"	"
	Pinus canariensis	Canary Island Pine	24"	"
	Pinus eldarica	Afghan Pine	24"	"
	Pinus halepensis	Aleppo Pine	24"	"
	Pinus pinea	Italian Stone Pine	24"	"
	Pistacia chinensis	Chinese Pistache	24"	"
	Platanus acerifolia	London Plane Tree	24"	"
	Podocarpus gracilior	Fern Pine	24"	"
	Prunus cerasifera 'Purple Pony'	Cherry Plum	24"	"
	Prunus serrulata 'Kwanzan'	Cherry Plum	24"	"

Entry Type	Botanical Name	Common Name	Size	Notes
	Pyrus calleriana	Ornamental Pear	24"	"
	Quercus ilex	Holly Oak	24"	"
	Schinus molle	California Pepper	24"	"
	Tristania conferta	Brisbane Box	24"	"
	Tipuana tipu	Tipu Tree	24"	"
	Ulmus parvifolia 'Drake'	Chinese Evergreen Elm	24"	"
	Zelkova serrata 'Village Green'	Sawleaf Zelkova	24"	"
SHRUBS	Buxus japonica	Japanese Boxwood		
	Abelia grandiflora	Glossy Abelia		
	Agapanthus africanus	Lily-Of-The-Nile		
	Callistemon citrinus	Lemon Bottlebrush		
	Carisa macrocarpa	Natal Plum		
	Carisa grandiflora	Natal Plum		
	Escallonia fradesii	Escallonia		
	Feijoa sellowiana	Pineapple Guava		
	Grewia caffra	Lavendar Star Vine		
	Hemerocallis spp.	Day Lily		
	Ligustrum japonicum	Japanese Privet		
	Ligustrum ovafolium	California Privet		
	Liriope muscari	Big Blue Lily Turf		
	Morea bicolor	Fortnight Lily		
	Myrtus communis	Myrtle		
	Myrsine africana	African Boxwood		
	Osmanthus ilicifolius	Holly-Leaf Osmanthus		
	Pittosporum tobira	Mock Orange		
	Pittosporum tobira 'Wheelers Dwarf'	Mock Orange		
	Pittosporum tobira 'Varigata'	Mock Orange		
	Podocarpus macrophyllus	Yew Pine		
	Pyracantha coccinea	Fire Thorn		
	Rhaphiolepis indica spp.	Pink Indian Hawthorne		

Entry Type	Botanical Name	Common Name	Size	Notes
	Rosa banksia	Lady Bank's Rose		
	Trichostema lanatun	Woolly Blue Curls		
	Viburnum japonicum	Viburnum		
	Viburnum tinus spp.	Viburnum		
	Xylosma compacta	Xylosma		
	Xylosma congestum	Xylosma		
GROUNDCOVER/VINES	Agapanthus africanus	Lily of the Nile		
	Festuca spp.	Marathon		
	Gelsemium sempervirens	Carolina Jasmine		
	Heuchera maxima	Island Alum Root		
	Hedra helix	English Ivy		
	Hemerocallis hybrid	Daylily		
	Limonium perezii	Sea Lavender		
	Liriope muscari	Lily Turf		
	Lonicera japonica	Honeysuckle		
	Marathon Tall Fescue	Turf		
	Myoporum 'Pacificum'	Myoporum		
	Pandorea jasminoides	Bower Vine		
	Parthenocissus tricuspidata	Boston Ivy		
	Passiflora alatocaerulea	Passion Vine		
	Rosmarinus officinalis	Rosemary		
	Sisyrinchium bellum	Blue-Eyed Grass		
	Trachelospermum jasminiodes	Star Jasmine		
	Trachelospermum asiaticum	Asiatic Jasmine		
	Vinca major	Periwinkle		
Project Plant List (Residential Yards and Areas and Non-Residential Areas)				
TREES	**Deciduous Trees**			
	Alnus cordata	Italian Alder		
	Brachychiton acerfolius	Australian Flame Tree		
	Fraxinus velutina	Arizona Ash		

Entry Type	Botanical Name	Common Name	Size	Notes
	Ginko biloba	Maidenhair Tree		
	Jacaranda mimosifolia	Jacaranda		
	Koelreuteria bipinnata	Chinese Flame Tree		
	Koelreuteria panniculata	Goldenrain Tree		
	Lagerstromia indica	Crape Myrtle Tree		
	Liquidambar styraciflua	Sweet Gum		
	Liriodandron tulipifera	Tulip Tree		
	Pistacia chinensis	Chinese Pistache		
	Platanus acerifolia	London Plane Tree		
	Platanus racemosa	California Sycamore		
	Populus nigra 'Italica'	Lombardy Poplar		
	Prunus cerasifera 'Purple Pony'	Cherry Plum		
	Pyrus calleriana	Ornamental Pear		
	Robinia ambigisa 'Idahoensis'	Idahoe Locust		
	Sophora japonica	Japanese Pagonda Tree		
	Tipuana tipu	Tipu Tree		
	Ulmus parvifolia 'Drake'	Chinese Evergreen Elm		
	Zelkova serrata 'Village Green'	Sawleaf Zelkova		
	Evergreen Trees			
	Arbutus unedo	Strawberry tree		
	Agonis flexuosa	Willow Myrtle		
	Brachychiton populeneus	Bottle Tree		
	Callistemon viminalis	Weeping Bottlebrush		
	Cinnamomum camphora	Camphor Tree		
	Cupaniopsis anacardiodes	Carrot Wood		
	Calocedrus decurrens	Incense Cedar		
	Cedrus deodara	Deodar Cedar		
	Erythrina bidwillii	Coral Tree		
	Eucalyptus leucoxylon	White Ironbark		

Entry Type	Botanical Name	Common Name	Size	Notes
	Eucalyptus nicholli	Nichol's Willow-leafed Peppermint		
	Eucalyptus sideroxylon	Red Ironbark		
	Eucalyptus torquata	Coral Gum		
	Geijera parviflora	Strawberry Guava		
	Grevillia Robusta	Silk Oak		
	Laurus nobilis	Sweet Bay		
	Magnolia grandiflora	Southern Magnolia		
	Melaleuca linarifolia	Flaxleaf Paperbark		
	Pinus canariensis	Canary Island Pine		
	Pinus eldarica	Afghan Pine		
	Pinus halepensis	Aleppo Pine		
	Pinus pinea	Italian Stone Pine		
	Pittosporum undulatum	Sweet Pittosporum		
	Podocarpus gracilior	Fern Pine		
	Prunus serrulata 'Kwanzan'	Cherry Plum		
	Quercus agrifolia	Coast Live Oak		
	Quercus ilex	Holly Oak		
	Rhus lancea	African Sumac		
	Schinus molle	California Pepper		
	Schinus terebinthifolius	Brazilian Pepper		
	Tristania conferta	Brisbane Box		
	Umbellarica californica	California Bay		
SHRUBS	Acacia redolens	Acacia		
	Abelia grandiflora	Glossy Abelia		
	Agapanthus africanus	Lily-Of-The-Nile		
	Buxus japonica	Japanese Boxwood		
	Buddleia davidii	Butterfly Bush		
	Callistemon citrinus	Lemon Bottlebrush		
	Ceanothus	Wild Lilac		
	Carisa macrocarpa	Natal Plum		

Entry Type	Botanical Name	Common Name	Size	Notes
	Carisa grandiflora	Natal Plum		
	Cistus spp.	Rockrose		
	Cotinus coggygria	Smoke Tree		
	Cotoneaster horizontalis	Cotoneaster		
	Dodonaea viscosa	Hop Bush		
	Escallonia fradesii	Escallonia		
	Eriogonum giganteum	St. Catherine's Lace		
	Elaeagnus pungens	Silverberry		
	Echium fatuosum	Pride of Maderia		
	Feijoa sellowiana	Pineapple Guava		
	Fremontodendron californicum	Common Flannel Bush		
	Garrya elliptica	Coast Silktassel		
	Grewia caffra	Lavendar Star Vine		
	Hemerocallis spp.	Day Lily		
	Ilex spp.	Holly		
	Juniperus sabina	Savin Juniper		
	Juniperus chinensis	Juniper		
	Lavendula spp.	Lavender		
	Leptospermum scoparium	New Zealand Tea Tree		
	Leptospermum laevigatum	Australian Tea Tree		
	Ligustrum japonicum	Japanese Privet		
	Ligustrum ovafolium	California Privet		
	Leucophyllum frutescens	Texas Ranger		
	Liriope muscari	Big Blue Lily Turf		
	Leonotis Leonuris	Lion's Tail		
	Melaleuca nesophila	Pink Melaleuca		
	Morea bicolor	Fortnight Lily		
	Myrtus communis	Myrtle		
	Myrsine africana	African Boxwood		
	Muhlenbergia rigens	Deer Grass		

Entry Type	Botanical Name	Common Name	Size	Notes
	Nerium oleander	Oleander		
	Osmanthus ilicifolius	Holly-Leaf Osmanthus		
	Phormium spp.	Flax		
	Pittosporum tobira	Mock Orange		
	Pittosporum tobira 'Wheelers Dwarf'	Mock Orange		
	Pittosporum tobira 'Varigata'	Mock Orange		
	Plumbago capensis	Cape Plumbago		
	Podocarpus macrophyllus	Yew Pine		
	Prunus caroliniana	Carolina Laurel Cherry		
	Pyracantha coccinea	Fire Thorn		
	Rhaphiolepis indica spp.	Pink Indian Hawthorne		
	Rosa banksia	Lady Bank's Rose		
	Rhamnus californica	Coffeeberry		
	Rhus ovata	Sugar Bush		
	Salvia luecantha	Mexican Bush Sage		
	Salvia apiana	California White Sage		
	Trichostema lanatun	Woolly Blue Curls		
	Xylosma compacta	Xylosma		
	Xylosma congestum	Xylosma		
GROUNDCOVER/VINES	Agapanthus africanus	Lily of the Nile		
	Artemisia schmidtiana	Angels Hair		
	Baccharhis pilularis	Dwarf Coyote Bush		
	Festuca rubra	Creeping Red Fescue		
	Diplacus hybrids	Monkey Flower		
	Eschscholzia californica	California Poppy		
	Festuca ovina glauca	Blue Fescue		
	Festuca spp.	Marathon		
	Gelsemium sempervirens	Carolina Jasmine		
	Heuchera maxima	Island Alum Root		
	Hedra helix	English Ivy		

Entry Type	Botanical Name	Common Name	Size	Notes
	Hemerocallis hybrid	Daylily		
	Limonium perezii	Sea Lavender		
	Liriope muscari	Lily Turf		
	Lonicera japonica	Honeysuckle		
	Marathon Tall Fescue	Turf		
	Myoporum 'Pacificum'	Myoporum		
	Pandorea jasminoides	Bower Vine		
	Parthenocissus tricuspidata	Boston Ivy		
	Passiflora alatocaerulea	Passion Vine		
	Rosmarinus officinalis	Rosemary		
	Sisyrinchium bellum	Blue-Eyed Grass		
	Trachelospermum jasminiodes	Star Jasmine		
	Trachelospermum asiaticum	Asiatic Jasmine		
	Vinca major	Periwinkle		

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APPENDIX FIVE – GENERAL PLAN CONSISTENCY

The following is a consistency analysis of The Preserve Specific Plan and the City of Chino General Plan. This section documents each of the goals of the Chino General Plan and describes how The Preserve achieves consistency. The analysis is based upon the existing General Plan, excluding The Preserve Area Plan and its related General Plan amendments.

LAND USE ELEMENT

A. GROWTH AND IDENTITY

General Policy

The City of Chino has set no maximum population limits. Growth shall be in a phased and orderly manner consistent with the availability of adequate public and private services, utilities and public facilities (Rev. 1-80-88 Measure M).

The Specific Plan responds to the policy:

The Preserve Specific Plan has been carefully designed to ensure that the infrastructure necessary to accommodate the demands generated by the plan at buildout is developed. The Specific Plan includes the standards for the development of streets, a potable water system, a reclaimed water system, a sewer system and a storm drainage system. Phasing and financing plans contained in the Specific Plan guide the orderly development of the infrastructure and policies in the plan require that services and utilities be in place to serve new development. The Specific Plan also includes policies addressing the provision of schools and parks to meet the demands generated by the buildout of the planning area.

General Policy

The City of Chino shall develop a community image which portrays it as a diverse, yet well maintained and pleasant suburban environment in which to live and do business. The City's rural agricultural heritage should also be maintained and fostered.

The Specific Plan responds to the policy:

The development concept for The Preserve combines a diverse mixture of open space, agricultural, commercial, recreational and open space uses with a variety of living environments, including rural, suburban and urban. The residential designations in The Preserve are purposefully broad to encourage a variety of products types that appeal to all segments of the market. In addition, the plan's residential designations accommodate a variety of housing types, from equestrian estates, detached single-family suburban style homes, clustered units, duplexes, townhomes, apartments and condominiums. A wide range of employment and commercial uses are also accommodated in The Preserve. The Preserve includes a dense Community Core, which is the heart of The Preserve and accommodates a mixture of residential, commercial, office, cultural, civic and educational uses in a traditional downtown. The plan also accommodates regional commercial, neighborhood serving commercial, light industrial, business park and airport related employment and commercial uses. The development standards and design guidelines in the plan ensure variation in product design and arrangements. Permanent agricultural and natural open space areas are accommodated in The Preserve to help maintain the City's cultural heritage. Agricultural designations preserve agricultural uses in the northeastern corner (Southern California Agricultural Foundation Lands) and in areas below the 566-foot elevation line.

B. RESIDENTIAL LAND USES

General Policy

Each new development should have, to the maximum extent, its own distinct character and identity. Adopted land use patterns should also serve to protect and enhance the character of existing neighborhoods.

The Specific Plan responds to the policy:

Each of the residential land use designations in The Preserve (Estate, Low Density, Medium Density and High Density) accommodate a distinct character, style, housing opportunity and density of development. Each of the plan's land use designations accommodates a broad range of housing types. For instance, the Estate Residential land use designation accommodates equestrian estates and clustered projects; the Low Density designation accommodates detached single-family suburban style homes, clustered units, duplexes and townhomes; the Medium Density designation accommodates small lot single-family projects, duplexes, townhomes and even some apartments; the High Density designation accommodates small lot single-family projects, duplexes, townhomes, apartments and condominiums. The Community Core accommodates residences in a traditional downtown. The intent of these broad residential designations is to encourage a variety of housing types and products that appeal to all segments of the market. The development standards and design guidelines in the Specific Plan ensure a variety of product design and densities, and allow a diversity of product arrangements.

General Policy

The City's overall land use pattern shall stress higher density development in the Central portion of the City and along Euclid Avenue, and lower density development in the outlying areas.

The Specific Plan responds to the policy:

The Preserve is located south of the Chino Airport and east of Euclid Avenue and is currently outside of the City limits. The Preserve is approximately 4 miles from the central portion of the City, as a crow flies, and is physically separated from the City's center by the Chino Airport and the Chino Corrections facility. The main connection to the central portion of the City is Euclid Avenue. Due to the physical separation and distance from the central portion of the City, The Preserve is designed to be a self-sustaining and internally functioning segment of the City. While the overall density in The Preserve is less than two dwelling units per acre, development in the planning area is concentrated around the Community Core and along Euclid Avenue. On the scale of The Preserve, the concepts expressed in this General Pan policy are employed. The higher density residential land use designations are located around the Community Core and the residential density decreases further away fro Euclid Avenue and the Community Core. The lowest density in The Preserve, the Estate Residential land use designation, is located on the southern end of planning area adjacent to the 566-foot dam inundation area.

General Policy

The design and location of all residential neighborhoods shall be such as to avoid adverse environmental impacts upon the neighborhood and vice versa.

The Specific Plan responds to the policy:

The residentially designated areas of The Preserve are situated in such a manner so as to avoid environmentally sensitive areas and minimize impacts to residential areas. Residential neighborhoods are not located in areas that contain earthquake faults, flooding or dam inundation potential, or within the adopted Chino Airport noise and safety zones. Environmentally sensitive areas and drainage courses are maintained and incorporated into the plan as open space, recreation and trail amenities.

General Policy

The design of the residential environment shall be such as to give the appearance of a suburban density and scale, except in rural areas, where the scale shall be rural in nature.

The Specific Plan responds to the policy:

While the overall density of the Specific Plan area is less than 2 dwelling units per acre, The Preserve is designed to give the appearance of a residential suburb. The predominant residential land use designations, Low and Medium Density Residential, accommodate development at densities between 3 and 12 units per acre, which are typical suburban densities. The Estate Residential land use designation accommodates a rural residential environment with single-family homes set on large lots.

C. COMMERCIAL LAND USES

General Policy

Commercial development shall be located centrally to the community, with outlying commercial areas providing either specialized services, or services limited in scope to serving local residents.

The Specific Plan responds to the policy:

The Preserve is designed around a centrally located core, called the Community Core. The Community Core accommodates a mixture of uses in a traditional downtown setting and is the shopping, cultural, entertainment, civic and social heart of the community. The outlying commercial and employment uses in The Preserve, specifically the Regional Commercial, Airport Related and Light Industrial land use designations, are located to both capitalize on Euclid Avenue and the Chino Airport as well as to buffer the residential portions of the plan from the airport. Neighborhoods serving commercial uses, accommodated in the Neighborhood Commercial land use designation, are strategically located to allow convenient access by surrounding residents.

General Policy

All commercial development shall be of the highest aesthetic and functional quality. Detailed design criteria and standards shall be established in order to achieve this purpose and provide developers with suitable guidance. Such criteria shall at a minimum address building height, architectural design, landscaping, bulk, parking design and pedestrian circulation.

The Specific Plan responds to the policy:

The Preserve Specific Plan includes standards and criteria that provide future developers, city staff and decision makers with clear guidance. The intended character, the permitted, conditionally permitted, prohibited and temporary uses are described for each land use designation. Each land use designation in the Specific Plan includes detailed development standards that address height, setbacks, landscaping, parking and bulk. The Design Guidelines for The Preserve address the aesthetic treatment of buildings and public rights-of-way including landscaping, gateways, signage, lighting and walls. Taken together, the standards of The Preserve guide development that achieves the highest aesthetic and functional quality.

General Policy

The City shall regulate signs in a manner which will emphasize safety, help improve and protect the appearance of buildings as well as the City as a whole, foster legible sign graphics, and promote the public's awareness of the business community while respecting the City's low-keyed suburban character.

The Specific Plan responds to the policy:

The Design Guidelines contained in the Specific Plan provide guidance for the scale, placement and quality of signs in The Preserve. In addition, the City's adopted sign ordinance is incorporated into The Preserve to regulate the design and placement of signs. The purpose of the guidelines and the sign ordinance is to ensure that signs are developed in a manner that is consistent with the buildings appearance and, at the same time, clearly legible and safe.

D. INDUSTRIAL LAND USES

General Policy

The City shall designate sufficient land to provide a full range of manufacturing employment and needed support services. Land for manufacturing support services as well as quasi-industrial uses shall be located in close proximity to manufacturing employment centers, but in separate districts.

The Specific Plan responds to the policy:

The Preserve accommodates approximately 475 acres of land for light industrial, manufacturing, warehousing, office, and research and development purposes. These uses are clustered around the Chino Airport to take advantage of this facility's long-term potential as well as to buffer residential uses from the impacts of the airplanes.

General Policy

All industrial development shall be well designed of quality construction, and should reflect the general suburban nature of the community. By and large, a park-like atmosphere shall predominate which presents an attractive and inviting atmosphere to employees, visitors, present employers and prospective employers.

The Specific Plan responds to the policy:

The Preserve Specific Plan includes standards and criteria that guide the development of industrial uses. The intended character, the permitted, conditionally permitted, prohibited and temporary uses are described for each land use designation. Each land use designation in the Specific Plan includes detailed development standards that address height, setbacks, landscaping, parking and bulk. The Design Guidelines for The Preserve address the aesthetic treatment of buildings and public rights-of-way including landscaping, gateways, signage, lighting and walls. After incorporation into the City, all development in The Preserve will be subject to the City's building standards and inspection review process to ensure quality construction practices. The allowable intensities, development standards and design guidelines dictate an industrial development pattern that reflects the general suburban nature of The Preserve.

General Policy

It is critical that the City acting in liaison with other private, public and quasi-public groups actively recruit a broad range of new industrial employment to locate in Chino. The City shall establish such a recruitment program in order to develop and expand the current employment base.

The Specific Plan responds to the policy:

At buildout, The Preserve will accommodate more than ten million square feet of business and employment uses. This includes a range of retail, office, light industrial, regional and neighborhood serving commercial and airport related businesses. Once incorporated, The Preserve will provide an additional area that the City may use to attract employment-generating uses.

F. INTERGOVERNMENTAL COORDINATION

General Policy

Through its cooperation with the San Bernardino West Valley Planning effort, the Local Agency Formation Commission, the Chino Hills General Plan Committee, the Southern California Association of Governments, the San Bernardino Association of Governments, as well a other publicly sponsored and privately sponsored planning oriented groups, the City shall insure that while its interests are furthered, its plan will be closely coordinated with and supportive of those of neighboring jurisdictions.

The Specific Plan responds to the policy:

The Preserve Specific Plan has undergone an intensive program to solicit input and comments from interested citizens, affected agencies and property owners. Five focus group meetings that were held to discuss issues and opportunities and review the conceptual and preferred land use plans. These meetings involved representatives and members concerned with: environmental issues (March 15, 2000), infrastructure and

services (March 22, 2000), transportation and mobility (April 6, 2000), property owners' interests (April 12, 2000), and review of the alternative plans (June 7, 2000). Besides the three joint City Council/Planning Commission Workshops, these meetings provided an opportunity to involve outside agencies and jurisdictions in the development of the plan. A few examples of intergovernmental coordination that occurred in the development of The Preserve include coordination with SANDBAG and the County of San Bernardino in regards to traffic impacts and the Chino Airport, the Army Corps of Engineers and Orange County Water District regarding flooding issues and dam inundation, the Santa Ana River Watershed Agency and related groups regarding the Santa Ana River, the Local Agency Formation Commission regarding annexation and adjacent jurisdictions in early input and review of the plan.

General Policy

The City shall work closely with the Local Agency Formation Commission in expanding, updating and implementing the Sphere of Influence Plan. At present, the City's Sphere of Influence is very closely drawn around the present City limits. While the jurisdictional boundaries of Ontario and Montclair in the north, and the Los Angeles County line in the west, provide clearly understood limits, the Sphere of Influence lines to the south and east should be expanded to more closely approximate the city's natural Sphere of Influence.

The Specific Plan responds to the policy:

Since the creation of this policy, the City has extended the sphere of influence to the south to include The Preserve area. The Preserve Specific Plan is an implementation action to determine the land use plan and regulatory system prior to annexation. The City will continue to work closely with LAFCO during the annexation of The Preserve.

General Policy

Agricultural land within Chino and its Sphere of Influence shall be converted into urban uses in a gradual, phased and orderly manner.

The Specific Plan responds to the policy:

The Preserve is a long-term plan for the conversion of agricultural lands in the sphere of influence area into a variety of urban and open space uses. Financing and infrastructure plans in the Specific Plan ensure that future development will be linked with the ability to provide services and infrastructure. It is important to note, not all agricultural lands will be converted to urban uses. The Preserve accommodates approximately 863 acres of agricultural uses (345-acres designated as Agriculture and 518-acres designated as Agriculture/Open Space-Natural).

General Policy

The City shall discourage strongly the major expansion of Prado Dam, and encourage the Corps of Engineers to seek alternative solutions for increasing the holding capacity of the dam. Rather, the City shall support the "All Rivers" plan which will provide for a minimal raising of the Prado Dam, and further flood control facilities upstream.

The Specific Plan responds to the policy:

Since this policy was written, the Army Corps of Engineer's Santa Ana Mainstem Project has been approved and will result in the raising of the El Prado Dam 28 feet and the spillway 8 feet. In addition, the area behind the dam that may be inundated in a flood has increased ten feet to a new elevation of 566-feet above sea level. As provided in the General Plan Amendment, this policy is suggested to be updated as follows:

The Army Corp of Engineers approved the Santa Ana Mainstem Project, which will result in raising the Prado Dam 28 feet and the spillway 8 feet. This will raise the level of the area behind the dam that could be inundated by a 200-year flood event ten feet above its current elevation of 556 feet. Approximately 53% of The Preserve Specific Plan area lies below this new 566-foot dam inundation elevation. The area below the 566-foot dam inundation elevation presents an opportunity to provide a unique open space, habitat preservation, and recreational amenity for the residents and businesses of The Preserve and the City. The general policy level guidance for the use and development within the 566-foot dam inundation elevation area of The Preserve is contained in The Preserve Area Plan.

General Policy

The City and Chino Unified School District should work closely in the location and development of new schools and school administration and support facilities within the City and its Sphere of Influence.

The Specific Plan responds to the policy:

The issue of the location and development of new schools in The Preserve has been closely coordinated with Chino Valley Unified School District. Three school sites are identified in The Preserve to accommodate the student population growth estimate. Two 10-acre elementary schools (K-6) and one 15-acre K-8 school are anticipated in the plan. The exact location, size and configuration of the school sites are not determined at this point and will be determined during site plan and tract map review. Developer fees should offset operating expenses. In addition to the schools assumed in the plan, the four residential land use designations each allow the development of educational facilities, subject to Conditional Use Permit.

G. ENVIRONMENT

General Policy

The City shall take what steps it can towards the attainment and long-term maintenance of an ambient air quality consistent with Federal, State and Regional standards.

The Specific Plan responds to the policy:

The Preserve has been designed to help reduce vehicular trips. The basic project design features of The Preserve are consistent with regional air quality objectives and "smart growth" principles such as incorporating a local transit system, incorporating an extensive bicycle and pedestrian circulation system, and accommodating employment-generating uses that help to reduce jobs-housing imbalances, which promote long commutes in and out of the local area. The Preserve is also designed to concentrate the majority of residences near the Community Core, where pedestrians or bicyclists can easily access services, entertainment, employment and cultural experiences. During construction, The Preserve will

employ standard mitigation measures, such as dust control measures mandated by the SCAQMD and energy efficient design practices required by Title 24 of the California Code of Regulations.

General Policy

The City shall work to help ensure that to the maximum extent possible a quiet living and working environment is achieved for all those living or working within the Planning Area.

The Specific Plan responds to the policy:

In the short-term, construction activities within and near The Preserve may result in increased noise levels. All construction activities will be required to comply with the City's noise ordinance. In addition, mitigation measures in the EIR limit construction activities near residences.

In the long-term, noise resulting from operations of the Chino Airport have been considered in the plan. The noise contours in the Chino Airport Comprehensive Land Use Plan, adopted as of 1991, have been respected and no residential uses are located within or adjacent to the adopted 65 dB noise contour. Traffic related noise has also been considered in the Specific Plan. An extensive trail and paseo system along the major roadways provides a buffer between major streets and adjacent residential areas. Finally, all future construction will be subject to the City's building and construction standards.

General Policy

Development shall not be allowed in areas of high natural hazard without adequate mitigation.

The Specific Plan responds to the policy:

The Preserve was designed to locate development out of known hazardous and environmentally sensitive areas. The developable areas of The Preserve avoid earthquake faults, flooding or dam inundation areas, and the currently adopted Chino Airport noise and safety zones. Environmentally sensitive areas and drainage courses are maintained and incorporated within the plan as open space, recreation and trail amenities.

H. RESOURCE CONSERVATION

General Policy

The City shall take positive steps to ensure that newly constructed facilities are as energy efficient as possible.

The Specific Plan responds to the policy:

Future developers within The Preserve are required to comply with the City's building code and the energy efficient design practices required by Title 24 of the California Code of Regulations. The Preserve is also designed in a compact manner and with transit and trail option to help reduce the need to utilize the automobile.

General Policy

The land use pattern within Chino shall respect the general aim of conserving energy.

The Specific Plan responds to the policy:

The Preserve is designed in a compact manner with numerous mobility options. The Preserve features a mixture of residential neighborhoods focused around a diverse community core and a regional commercial center and interconnected by a system of paseos and trails. The compact placement of these features, along with transit and trail options help to reduce the need to utilize the automobile.

CIRCULATION ELEMENT

GOALS, POLICIES AND ACTIONS

Goal G3-1 – Transportation Facility Improvement

Plan, develop, and maintain street improvements, including landscaping, to ensure adequate future capacity to accommodate traffic demands.

The Specific Plan responds to the policy:

The roadway standards for The Preserve were developed to accommodate traffic generated by the project as well as through traffic. The roadway system consists of several unique roadway classifications that accommodate varying amounts of traffic and a local transit system. The roadway classifications include expressway, which carries large volumes of regional traffic at high speeds; major arterial, which carries large volumes of local and regional traffic at high speeds; collector, which carry local traffic; local streets, which serve individual projects; and Main Street, which is a pedestrian oriented street in the Community Core.

Goal G3-2 – Truck and Hazardous Materials Routes in the City

The City's truck route and district designations should concentrate truck access to commercial and industrial areas, and should minimize intrusion on residential areas. The City's hazardous materials routes shall be designated on roadways that minimize the possible impact to residential areas in the City.

The Specific Plan responds to the policy:

The Preserve includes a truck route plan, which is designed to accommodate the bulk of daily truck trips along Kimball, Euclid and Pine Avenues and on the commercial collector roadway classifications. The truck routes are designed to minimize truck trips in the Community Core or residential areas within The Preserve.

Goal G3-3 – Rail Service

Support rail service facilities which limit the number of land use conflicts and are integrated with other transportation modes, in a comprehensive strategy.

The Specific Plan responds to the policy:

Rail facilities do not exist within or adjacent to The Preserve. However, a transit system is planned for The Preserve. The transit system is envisioned as a one-way, continuous loop on dedicated, or prioritized lanes, thus minimizing the number of land use conflicts. The form of this transit can be either rubber-tired or rail.

Goal G3-4 – Transportation Demand Management (TDM) Program

Develop and implement employment and home-based TDM programs, reducing the number of vehicular trips generated by both Chino residents and non-residents working in the City.

The Specific Plan responds to the policy:

Development within The Preserve will be subject to the City's Transportation Demand Ordinance. Policies in the Specific Plan also encourage developers to incorporate the latest technological advances, such as Internet connections. Having access to such technological advances may promote home-based businesses.

Goal G3-5 – Public Transit

The City shall encourage improved facilities, routes, and ridership on all public transit.

The Specific Plan responds to the policy:

The Preserve includes a unique transit system, which consists of an innovative local transit system and incorporates regional bus service. The local transit system is a one-way loop with transit stops at major features of the plan, such as the community core and the regional commercial center. The street sections in The Preserve are designed to accommodate the local transit system on dedicated or prioritized lanes. The local transit system connects with the regional transit system along Euclid Avenue.

Goal G3-6 – Commuter and Recreational Trails

Promote commuting and recreational trails as an alternative mode of travel.

The Specific Plan responds to the policy:

The Preserve has been designed to help reduce the number and length of vehicular trips both through the pattern of land uses and the provision of trails. The majority of residences in The Preserve are concentrated near the Community Core in order to provide convenient access to services, entertainment, employment and cultural experiences. The local transit route is located within walking distance of a quarter mile of major activity areas and concentrations of residences. The Preserve also includes an extensive trail and paseo system that provides convenient access to all areas of the plan. All these features provide viable options to the automobile and help promote alternative means of travel.

Goal G3-7 – Development Type

The City shall support land uses in the Chino Airport area which fulfill the goals, and policies of the General Plan and the Chino Airport Master Plan.

The Specific Plan responds to the policy:

The Preserve has been designed to accommodate and capitalize upon the Chino Airport. The Airport Related and Light Industrial land use designations of the Specific Plan accommodates development that can be directly related to and/or complement the Chino Airport. This includes

light industrial, offices and airplane repair and sales. The Chino Airport Comprehensive Land Use Plan, adopted in 1991, restricts noise sensitive uses from locating within the 65 dB noise contour and restricts certain concentrations of people within the airport's safety zones. These noise and safety zones are respected in the plan and only compatible uses are accommodated therein. Noise sensitive uses, such as residences, are located outside of the adopted 65 dB noise contour.

Goal G3-8 – Public Facilities Systems

Provide complete, safe, and efficient public utility systems which serve future land use needs.

The Specific Plan responds to the policy:

The public utility systems of The Preserve are designed to accommodate the buildout of the plan. The Specific Plan includes the standards for the development of a potable water system, a reclaimed water system, a sewer system and a storm drainage system. Phasing and financing plans contained in the Specific Plan guide the orderly development of the infrastructure and policies in the plan require that services and utilities be in place to serve new development.

HOUSING ELEMENT

GOALS, POLICIES AND ACTIONS

Goal G4-1 – Housing Preservation

Protect and preserve existing housing to ensure that it continues to meet Chino resident's needs for sound housing in a safe environment.

The Specific Plan responds to the goal:

The existing use of land within The Preserve's area consists mainly of agricultural and dairy uses, open space and vacant lands, and some public facilities. There are very few housing units existing within planning area. At buildout, The Preserve has the potential to accommodate approximately 9,779 housing units.

Goal G4-2 – Housing Production

Encourage the construction of a range of new housing appropriate to the needs of Chino residents and the neighborhood where it will be located.

The Specific Plan responds to the goal:

The Preserve Specific Plan contains various unique residential land use designations, including the Estate, Low, Medium and High Density land use designations. These land use designations allow for a broad range of housing types, from large-lot estates to multi-family apartments. The diversity of residential land use designations accommodates a variety of housing types, densities and price ranges. The residentially designated areas have been strategically located to provide convenient access to amenities such as recreational facilities, open space areas, trails, transit, employment, services and shopping.

Goal G4-3 – Remove Governmental Constraints

Review and, where possible, remove governmental constraints to the production of housing in the city.

The Specific Plan responds to the goal:

Once annexed, development in The Preserve will be subject to the City's entitlement and permit processes. The Specific Plan provides for the development of approximately 9, 779 new dwelling units.

Goal G4-4 – Housing Accessibility

Ensure equal access to both sale and rental housing regardless of race, creed, color, sex, marital status, physical handicaps, age, or national origin.

The Specific Plan responds to the goal:

The Specific Plan provides for the opportunity to develop approximately 9, 779 new dwelling units that will include a broad range of housing types, from large lot estates to multi-family apartments. This range of housing types provides multiple living opportunities at a range of densities and price ranges. In addition, residential development within The Preserve will comply with all applicable local, state and federal fair housing laws in both the sale and rental of housing. In addition, development within The Preserve is subject to the City's entitlement and permit processes.

Goal G4-5 – Community Participation

Encourage public participation in establishing housing policy and designing housing programs for the city.

The Specific Plan responds to the goal:

The Preserve Specific Plan has undergone an intensive program to elicit input and comments from interested citizens, affected agencies and property owners to elicit their input and comments regarding the development of the area. This includes five Focus Group meetings that were held to discuss issues and opportunities and review the conceptual and preferred land use plans. These focus group meeting involved representatives and members concerned with: environmental issues (March 15, 2000), infrastructure and services (March 22, 2000), transportation and mobility (April 6, 2000), property owners' interests (April 12, 2000), and review of the alternative plans (June 7, 2000).

CONSERVATION / OPEN SPACE ELEMENT

GOALS, POLICIES AND ACTIONS

Goal G5-1 – Agricultural Preservation

To preserve and protect land devoted to agricultural uses and to promote activities to help achieve self sustainment.

The Specific Plan responds to the goal:

The Preserve includes two land use designations, Agriculture and Agriculture/Open Space-Natural that accommodate agricultural space uses. The Agriculture land use designation is intended to provide for agricultural uses including farming, stables, pastures and grazing. The Agriculture/Open Space-Natural land use designation is intended to provide for agricultural and open space uses, including passive recreation, equestrian uses, farming, pastures, grazing, permanent open space, wildlife preserves, multi-purpose trails and water retention basins.

Goal G5-2 – Improve Air Quality

To improve air quality in the Chino area.

The Specific Plan responds to the goal:

The Preserve provides strategies that promote a reduction in vehicle usage for everyday activities. The Preserve locates the majority of residences near the Community Core, where services, entertainment, employment and cultural experiences can be accessed. The Preserve also includes an extensive trail and paseo system and accommodates the future development of a designated transit system. All these features provide viable options to the automobile and help the City improve air quality standards.

Goal G5-3 – Preserve Plant and Wildlife Resources

To encourage the preservation and conservation of plant and wildlife resources in the City.

The Specific Plan responds to the goal:

The Preserve includes five open space land use designations that are intended to allow the preservation of natural resources: Agriculture, Open Space-Recreation, Agriculture/Open Space Natural, Open Space-Natural and Open Space-Water. The open space land use designations account for approximately 2,987 acres, or 50% of the total planning area. The Open Space-Natural land use designation in particular is intended to accommodate permanent natural open space, wildlife preserves, natural drainage and stream courses, cultural and historic resources and protect natural plant and animal habitats.

Goal G5-4 – Cultural and Historical Preservation

To preserve the City's cultural and historical resources for the enjoyment and education of Chino residents.

The Specific Plan responds to the goal:

The open space land use designations address a specific range of issues intended to help preserve the historic rural character of Chino. The Open Space-Natural land use designation, which covers 1,640 acres, is intended to accommodate permanent natural open space, wildlife preserves, natural drainage and stream courses, cultural and historic resources and protect natural plant and animal habitats. Agricultural uses are also an important historic land use. The Agriculture and Open-Space Agriculture land use designations consist of 863 acres in The Preserve. In addition, environmental impact report for The Preserve Specific Plan contains mitigation measures for cultural resources.

Goal G5-5 – Reduce Dependence on Non-renewable Resources

The City shall commit itself and encourage residents of Chino to reduce dependence on non-renewable and non-recyclable resources.

The Specific Plan responds to the goal:

The Preserve provides strategies that promote a reduction in vehicle usage for everyday activities. The Preserve locates the majority of residences near the Community Core, where services, entertainment, employment and cultural experiences can be accessed. The Preserve also includes an extensive trail and paseo system and accommodates the future development of a designated transit system. All these features provide viable options to the automobile and help the City reduce dependence on non-renewable and non-recyclable resources. In accordance with the AB939, the City has on-going programs to reduce the solid waste stream. These programs will be extended to The Preserve upon annexation.

Goal G5-6 – Encourage Use of alternative Energy Sources

To encourage and promote the use of alternative energy sources with emphasis on the use of renewable energy sources.

The Specific Plan responds to the goal:

The Preserve Specific Plan requires future developers to comply with the City's building code and encourages developers to incorporate energy efficient building techniques. Future development will also be required to comply with Title 24 of the California Code of Regulations regarding efficient use of energy resources. The Preserve is also designed in a compact manner and with transit and trail option to help reduce the need to utilize the automobile.

Goal G5-7 – Promote Energy Conservation Practices

To encourage the use of energy management and conservation practices, while striving to achieve a sustainable energy future.

The Specific Plan responds to the goal:

The Preserve Specific Plan requires future developers to comply with the City's building code and encourages developers to incorporate energy efficient building techniques. Future development will also be required to comply with Title 24 of the California Code of Regulations regarding efficient use of energy resources. The Preserve is also designed in a compact manner and with transit and trail option to help reduce the need to utilize the automobile.

Goal G5-8 – Protect Public From Flood Hazards

To protect the public's health, safety and general welfare from flood hazards through flood control practices.

The Specific Plan responds to the goal:

A significant portion of The Preserve Specific Plan, 2,917 acres, lies within the inundation area created by the raising of El Prado Dam. The Specific Plan does not allow inappropriate development, such as residences and commercial uses, within the dam inundation area. However, there are uses that may be located within the dam inundation area. In the Specific Plan, the area below the 566-foot dam inundation elevation is envisioned as a dynamic combination of active and passive recreation, habitat and agricultural uses. The existing California Institute for Women is located partially within the 566-foot dam inundation elevation. Levees are proposed to be constructed to protect the structures on the prison facility's property from inundation as part of the Army Corps of Engineers plans for raising the Prado dam.

Goal G5-9 – Conserve Mineral Resources

To encourage the conservation of mineral resources, including rock, sand and gravel resources.

The Specific Plan responds to the goal:

The various open space designations within The Preserve present opportunities for conservation of resources. The open space land use designations are divided into five subcategories: Agriculture, Open Space-Recreation, Agriculture/Open Space-Natural, Open Space-Natural and Open-Space Water. However, mineral resources are not identified as an allowable use due to the fact that there are no known mineral resources within The Preserve.

Goal G5-10 – Reduce Local Solid Waste

To reduce the amount of local solid waste generated in the City.

The Specific Plan responds to the goal:

Development of The Preserve will increase daily solid waste production and place demands upon Waste Management's landfills. The City of Chino has implemented waste recycling consistent with AB 939 requirements, and such requirements will be applied to The Preserve. Such requirements will be applied to the plan area to reduce its incremental contributions to solid waste generation.

Goal G5-11 – Soil Conservation

To conserve and protect soil resources in the City.

The Specific Plan responds to the goal:

The Preserve Specific Plan guides the development of a portion of an existing dairy and agricultural area. Development will result in the conversion of agricultural lands to non-agricultural use. However, The Preserve does accommodate a significant area, 2,987 acres, for open space and agricultural resources. The Agriculture, Open Space-Recreation, Agriculture/ Open and Space-Natural, designations encourage the conservation of soil resources in the City by promoting permanent open space.

Goal G5-12 – Conserve Water

To conserve water resources in the City of Chino.

The Specific Plan responds to the goal:

The Preserve Specific Plan incorporates an extensive reclaimed water system that will reduce the need to use potable water for irrigation purposes. The Open-Space-Water (OS-W) land use designation applies to the Prado Lake and is intended to provide for its long-term use as a water resource. This designation allows land to be used for such things as lakes and waterbodies and water related recreation.

Goal G5-13 – Meet Existing and Future Water Demands

To meet existing and future water demands for the City.

The Specific Plan responds to the goal:

The Preserve Specific Plan was created in a comprehensive manner to ensure that there would be sufficient water supply and infrastructure to meet demands of the project at buildout. Future development in The Preserve will be served by an adequate supply of potable and recycled water. Water will be supplied from a combination of water from the Chino Basin Desalination Plant and water purchased from groundwater sources and the MWD. The water distribution and storage systems were designed to seamlessly connect to the regional/local systems and

provide service to the project. The water master plan for The Preserve was developed separately by the City of Chino and incorporated into this Specific Plan.

Goal G5-14 – Maintain Federal, State and Local Water Quality Standards

To ensure that the City's water supply maintains federal, state and local water quality standards.

The Specific Plan responds to the goal:

Due to the proximity of the Santa Ana River and the Prado Dam, the quality of the groundwater is critically important in this area. The Santa Ana River Water Quality Control Board (SARWQCB) enforces requirements of the Clean Water Act and administers the Water Quality Control Plan for the Santa Ana River Basin. While in operation, the dairy operators that exist in the planning area are subject to the Porter Cologne Water Pollution Control Act.

Goal G5-15 – Open Space for Natural Resources Preservation

To encourage the development of open space for preservation of the City's natural resources.

The Specific Plan responds to the goal:

The Preserve Specific Plan includes 2,987 acres of open space land use designations. There are five open space land use designations in the Specific Plan including Agriculture, Open Space-Recreation, Agriculture/Open Space Natural, Open Space-Natural and Open Space-Water. These land use designations are intended to preserve natural and agricultural resources. The Open Space-Natural Land Use Designation, which consists of 1,640 acres, accommodates permanent natural open space, wildlife preserves, natural drainage and stream courses, cultural and historic resources, and protect natural plant and animal habitats.

Goal G5-16 – Open Space for Outdoor Recreation

To maintain and encourage the development of open space for outdoor recreation.

The Specific Plan responds to the goal:

The Preserve Specific Plan includes 2,987 acres that are designated for open space uses. Specifically, the Open Space-Recreation Land Use designation, which consists of 422 acres, is intended to establish open space areas for active and passive recreation. Allowable uses in the Open Space-Recreation designation include sports fields, golf, equestrian facilities, multi-purpose trails, 99.75 acres of parks, and the Prado Regional Park. In addition, the Open Space-Natural and Open Space-Water designations provide for passive recreational activities and water activities respectively.

APPENDIX A

GOALS AND OBJECTIVES

Goal 1

To encourage the provision of recreation facilities in new residential subdivisions.

The Specific Plan responds to the goal:

The Preserve Specific Plan includes 422 acres designated as Open Space-Recreation Land Use designation, which establishes open space areas for active and passive recreation. Allowable uses in the Open Space-Recreation designation include sports fields, golf, equestrian facilities and multi-purpose trails. In addition to the areas designated for open space and recreational purposes on the Specific Plan, the park plan requires that new subdivisions provide recreational facilities to meet the City's park ordinance. According to the park ordinance, an additional 99.75 acres of parks must be provided within residential subdivisions. Finally, The Preserve Specific Plan includes an extensive trail and paseo system. The Community Paseo and Open Space System is a system of trails and linear open spaces that connect major features of The Preserve, such as the Community Core, residential areas and public facilities. This system accommodates walking, equestrian, bicycling and skating options.

Goal 2

To acquire parkland in advance of urban development in an attempt to avoid high land costs.

The Specific Plan responds to the goal:

The Preserve Specific Plan describes the location of 422 acres of recreationally designated land. In addition, future development will be required to comply with local park ordinances, which dictate the provision of an additional 100 acres for recreational purposes. Satisfaction of the parkland requirements for each subdivision will be required prior to entitlement. The parks system for The Preserve consists of parks distributed within the residential sectors of the project. The calculation of parkland dedication requirements is based on the provisions of the City's Local Park Ordinance.

Goal 3

To utilize innovative park design in relating various user groups and provide for low cost maintenance.

The Specific Plan responds to the goal:

The Preserve Specific Plan does not dictate the exact design of parks. However, The Preserve Specific Plan provides basic guidelines and locational principles that will be used in the preparation of any tract maps, or subsequent park improvement plans. Basically, these principles state that park and recreation facility design should be based on innovative design concepts and consideration of long-term park maintenance

costs. Once annexed, the development of parks and recreational facilities within The Preserve will be required to comply with the City's Park Ordinance and be subject to the review and approval by the City's Park's Department.

Goal 4

To determine current and future park and recreation requirements and design facilities and programs to satisfy the needs of residents.

The Specific Plan responds to the goal:

The Preserve has been designed in a comprehensive manner to provide an integrated system of open space, trails and recreational facilities. The recreational system has been designed to utilize natural features and to meet the recreational demands of the project at buildout. Buildout of the Specific Plan will require approximately 100 acres of parks in addition to the 422 acres of land designated for recreational purposes on the land use plan. The exact design and location of the parks will be subject to the City's local Park Ordinance and the Parks Department. The calculation of parkland dedication requirements is based on the provisions of the City's Local Park Ordinance. The Local Park Ordinance authorizes the City to require the dedication of land/or the payment of in-lieu fees for park and recreational purposes as a condition of approval for a tentative or parcel map.

Goal 5

To encourage the development of bicycle and equestrian paths and trails where planned.

The Specific Plan responds to the goal:

The Community Paseo and Open Space System is the backbone of The Preserve, interweaving the various features of the plan and connecting the entire community with the open space feature to the south. The Community Paseo and Open Space System is a system of trails and linear open spaces that connect the major features of The Preserve. The Community Paseo and Open Space System provides a convenient and viable mobility option to the car and accommodates walking, bicycling and equestrian use.

Bicycle paths are encouraged in The Preserve through the Bicycle Plan, which consists of an extensive bicycle system. The bicycle system is connected with major features of The Preserve and with the regional bicycle system. The bicycle system is composed of on-street and off-street pathways.

Equestrian paths and trails are an important feature of The Preserve. The standards for the bikeway system in The Preserve are identical to those found in the Circulation Element of the City of Chino General Plan.

NOISE ELEMENT

GOALS, POLICIES AND ACTIONS

Goal G6-1 – Protect Public Health, Safety & Welfare

Protect the public health, safety and general welfare by eliminating existing noise problems and by preventing significant degradation of the future acoustic environment through the establishment of standards that specify acceptable limits of noise for land uses throughout the City.

The Specific Plan responds to the goal:

The Chino Airport is located immediately north of the planning area. The aircraft operations at the airport may result in noise impacts in the planning area. Accordingly, the 65-dB noise contour that results from operations at the Chino airport has been taken into account in the design and pattern of land uses in the Specific Plan. The 65-dB noise contour from the adopted 1991 ACLUP plan is located north of Kimball Avenue entirely within airport property. The adopted 1991 ACLUP plan and the City's Airport Overflight Zone prohibit noise sensitive uses, such as schools, residences, hospitals and churches within the 65-dB contour. However, certain uses are allowed within the 65 dB noise contour such as industrial, commercial, recreation, agriculture and open space uses. The Preserve does not locate noise sensitive and inappropriate uses within the adopted noise and safety zones. Vehicular noise may also impact noise sensitive uses. The wide landscaped setbacks and paseos have been strategically located along major roadways to not only provide pedestrian and bicycle mobility options, but to help reduce the impact of vehicular noise on adjacent noise sensitive uses.

SEISMIC & PUBLIC SAFETY ELEMENT

A. SEISMIC AND GEOLOGICAL HAZARDS POLICY PLAN

General Goal

To reduce loss of life, injuries, damage to property and social economic dislocations resulting from seismic geologic hazards.

The Specific Plan responds to the goal:

The developable areas of The Preserve have been located away from known earthquake faults. While no Alquist-Priolo Earthquake Fault Zones are mapped in the planning area, The Preserve is located southeast of the potentially active Central Avenue fault. This buried fault parallels the east side of Central Avenue from approximately Kimball Avenue to the I-10 in Pomona. The Central Avenue fault also parallels the Chino fault, which lies to the west of The Preserve along the base of the Chino Hills. An unnamed fault southeast of the plan area extends to the County line and can be projected northwesterly through the planning area on a trend that parallels the Central Avenue and Chino faults. This fault runs through an area of The Preserve that is designated for various forms of open space that accommodate crop cultivation, equestrian centers, multi-purpose trails, lakes and waterbodies, and wildlife/habitat conservation areas and do not include structures capable of supporting human habitation, even temporary habitation.

B. FLOOD HAZARD POLICY PLAN

General Goal

To prevent injury or loss of life and damage to property due to flooding hazards.

The Specific Plan responds to the goal:

The flood hazards in the planning area dictated the ultimate design and pattern of land uses in The Preserve. The flood sensitive land uses and developable areas were located in a manner to avoid flood hazards. First, the area behind the Prado Dam that may be inundated by a flood event is designated for open space and recreational uses in the Specific Plan. The Specific Plan contains policies that prevent the development of inappropriate structures in the inundation area. Inappropriate structures are those that are capable of supporting human habitation, even temporary habitation. Second, the drainage and waterways within the planning area have been incorporated into the open space and trail system of the Specific Plan to provide a unifying open space amenity as well as an extensive mobility option. The implementation of the Drainage Master Plan, prepared for The Preserve, along with project related drainage improvements will address flood hazards in the Specific Plan area.

C. WILDLAND FIRE HAZARD POLICY PLAN

General Goal

To reduce loss of life, injuries, damage to property, and natural resources due to wildland fires.

The Specific Plan responds to the goal:

Once annexed, future development within The Preserve will be required to comply with the City's Building Standards and Fire Code. In addition, the urbanization of The Preserve will reduce the threat of wildland fires, except on the perimeter of the developable areas.

D. DEFENSIBLE SPACE POLICY PLAN

General Goal

To reduce loss of life, injury and loss or damage to property by considering crime prevention in site planning and development design.

The Specific Plan responds to the goal:

The exact design and layout of projects are not dictated by The Preserve Specific Plan. Upon annexation, the details of each proposal will be subject to City review at time of submittal. However, The Preserve's Design Guidelines and policies require a consideration of safety and crime prevention in new projects within the planning area.

AIR QUALITY ELEMENT

Goal G8-1 – Air Quality Improvement

To achieve coordination of air quality improvement within the portion of the South Coast Air Basin in San Bernardino County and improved air quality through reductions in pollutants from Orange, Riverside and Los Angeles Counties.

The Specific Plan responds to the goal:

The Preserve Specific Plan includes a number of features that are intended to reduce vehicular trips. The project is designed in a compact manner to reduce the distance between jobs, services, employment, recreational facilities and residences. In addition, The Preserve Specific Plan includes an extensive system of transit and pedestrian/bicycle trails. These systems provide a viable option to the automobile and promote reduced vehicle usage, which will also promote air quality improvement. During construction, The Preserve will employ standard mitigation measures, such as dust control measures mandated by the SCAQMD and energy efficient design practices required by Title 24 of the California Code of Regulations.

Goal G8-2 – Ground Transportation

To achieve a diverse and efficient ground transportation system which generates the minimum feasible pollutants.

The Specific Plan responds to the goal:

The Preserve provides a mixture of vehicular, transit and pedestrian/bicycle systems to help reduce dependency on the automobile. The entire planning area is interconnected by a system of paseos and trails that provide convenient access between residences and services, employment, shopping and recreation. Additionally, the unique transit system provides extensive local service at convenient locations with connection to regional bus service.

Goal G8-3 – General Aviation Emissions

To encourage the minimum feasible emissions from Chino Airport.

The Specific Plan responds to the goal:

The Chino Airport is not a part of the planning area. The City will continue to work with the County of San Bernardino in their effort to reduce emissions.

Goal G8-4 – Efficient Land Use Pattern

To achieve a pattern of land uses which can be efficiently served by a diversified transportation system and development projects which directly and indirectly generate the minimum feasible air pollutants.

The Specific Plan responds to the goal:

The Preserve is designed in a compact manner to allow convenient access to transit, pedestrian/bicycle paths, employment, shopping and recreation. The Preserve is a community featuring a mixture of residential neighborhoods focused around a diverse community core and a regional commercial center. The entire planning area is interconnected by an extensive system of paseos and trails that provide access to shopping, entertainment, recreation, education and employment. The compact nature of the land use plan also accommodates a unique transit system that provides convenient local access and connections to regional bus service. The compact placement of these features along with transit and trail options will help to reduce the need to utilize the automobile and help reduce mobile source air pollutants.

Goal G8-5 – Reduce Particulate Emissions

Reduce to a minimum particulate emissions from such uses as construction, operation of roads, and buildings.

The Specific Plan responds to the goal:

Development and operations within The Preserve will be required to employ standard mitigation measures, such as dust control measures mandated by the SCAQMD during construction, and energy efficient design practices required by Title 24 of the California Code of Regulations. In addition, The Preserve includes several important components of an effective mobile source emissions reduction program. For instance, the basic project design is consistent with regional air quality objectives and "smart growth" principles since the design pf the Specific Plan incorporates and facilitates local transit and bicycle/pedestrian circulation alternatives and accommodates local employment-generating uses to reduce jobs-housing imbalances that promote long commutes in and out of the local area.

Goal G8-6 – Reduce Energy Consumption

To reduce emissions through reduced energy consumption.

The Specific Plan responds to the goal:

The Preserve Specific Plan includes several components that help to reduce the use of the automobile and reduce the jobs-housing imbalances that promote long commutes. The Preserve is designed in a manner that focuses residences, services, recreation, cultural activities and employment within a compact area. Combined with extensive trail and transit system s that provide viable options to help reduce the need to utilize the automobile. In addition, development within The Preserve will be required to employ energy efficient design practices required by Title 24 of the California Code of Regulations.

ECONOMIC DEVELOPMENT ELEMENT IMPLEMENTATION PLAN

Goal G9-1 – Sales Tax Revenue

To maximize the amount of sales tax revenue captured by the City of Chino. Since Proposition 13 limits property tax revenues, the City depends on sales tax revenues for 30% of Chino's general funds (illustrated in Figure 1, page 7). General funds are used to pay for police and fire protection, as well as many other services integral to a high quality of life. In order to continue offering a high level of services to residents and businesses, it was determined that one of the goals of the economic development strategy should be maximizing sales tax revenues.

The Specific Plan responds to the element goal:

The Preserve Specific Plan includes five categories of business and employment related land use designations, including Neighborhood Commercial, Regional Commercial, Community Core, Light Industrial and Airport Related. These land use designations can accommodate retail, office, entertainment, manufacturing, research and development, warehousing and other business related uses. At buildout, the Specific Plan has the potential to accommodate up to 10 million square feet of business uses. These various land use designations will accommodate uses that will contribute to sales tax revenue of the City.

Goal G9-2 – Employment Opportunities

To encourage and accommodate growth in industrial and office activity over the next two decades to create approximately 18,000 new jobs by 2010 and maintain Chino's high jobs/housing ratio.

The Specific Plan responds to the element goal:

The Preserve Specific Plan includes five categories of business and employment related land use designations, including Neighborhood Commercial, Regional Commercial, Community Core, Light Industrial and Airport Related. At buildout, the Specific Plan has the potential to accommodate up to ten million square feet of retail, office, entertainment, manufacturing, research and development, warehousing and other business related uses. This translates to approximately 18,500 jobs. In terms of housing, at buildout The Preserve can accommodate up to 9,779 dwelling units. This means that at buildout, The Preserve could have a jobs to housing ratio of approximately 1.8, which would help the City to maintain its overall goals.

Goal G9-3 – Positive Business Environment

To maintain the city government's positive business environment.

The Specific Plan responds to the element goal:

The Preserve Specific Plan includes five categories of business and employment related land use designations, including Neighborhood Commercial, Regional Commercial, Community Core, Light Industrial and Airport Related. These land use designations can accommodate retail, office, entertainment, manufacturing, research and development, warehousing and other business related uses. At buildout, the Specific Plan

has the potential to accommodate up to 10 million square feet of business uses on approximately 600 acres of business related land use areas. The City has a number of existing marketing and business retention/attraction programs that, upon annexation, will be extended to The Preserve area. These programs can help attract businesses that can feed off of the Chino Airport, improve the jobs to housing ratio and improve overall quality of life.

Goal G9-4 – Quality of Life

To have an economic development program that respects and enhances the community's quality of life.

The Specific Plan responds to the element goal:

The Preserve Specific Plan includes five categories of business and employment related land use designations, including Neighborhood Commercial, Regional Commercial, Community Core, Light Industrial and Airport Related. These land use designations can accommodate retail, office, entertainment, manufacturing, research and development, warehousing and other business related uses. At buildout, the Specific Plan has the potential to accommodate up to 10 million square feet of business uses. The business land use designations coupled with The Preserve's unique transportation system will enhance the community's quality of life. In addition, The Preserve includes design guidelines that are intended to ensure a high quality of development and minimize negative impacts from things such as noise and odor. The City has a number of existing marketing and business retention/attraction programs that, upon annexation, will be extended to The Preserve area. These programs can help attract businesses that can feed off of the Chino Airport, improve the jobs to housing ratio and improve overall quality of life.

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APPENDIX SIX – SAMPLE MONITORING SYSTEM

The following table is an example of monitoring system that can be used to track development within The Preserve. This matrix should be filled in by the developer and maintained by the City in order to monitor development within The Preserve.

Assessor's Parcel #[1]	Acreage	Land Use Designation	Average Density	Allowable Units/sq. ft.	Units/sq. ft. Proposed	Balance Units/sq. Ft	Transfer Units/sq. ft.
Example							
11-1111-01	*1.5*	*Res. Low*	*5.5*	*8.25 du*	*7*	*1.25*	
27-888-77	*15*	*Neigh Com*	*.25*	*163,350 sq. ft.*	*170,000*	*Excess accepted*	*6,649 sq. ft. from AP # 27-888-02*

Notes:

[1] The system must also track changes in Assessor's Parcel numbers. The tracking information may also need to be shared with the Assessor's office to aid in the property reassessment process.

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APPENDIX SEVEN – ENVIRONMENTAL IMPACT REPORT (UNDER SEPARATE COVER)

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APPENDIX EIGHT – WATER, DRAINAGE, SEWER MASTER PLANS (UNDER SEPARATE COVER)

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